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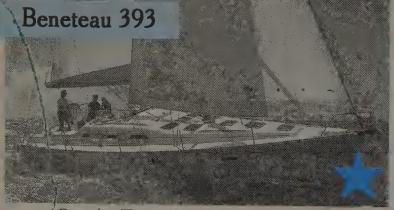




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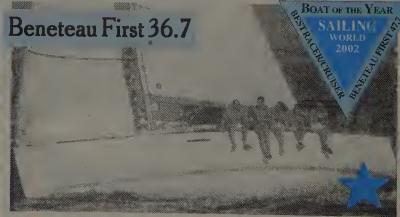
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Cover: The classic Hinckley 70 yawi, 'Nirvana' on the hook at Penney's Beach, Nevis

Photo: Latitude/Richard

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal salling audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with Identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all electronic submissions to editorial@latitude38.com, and all snail mail submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidellines from the above address or see www.latitude38.com/writers.htm.

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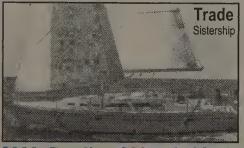
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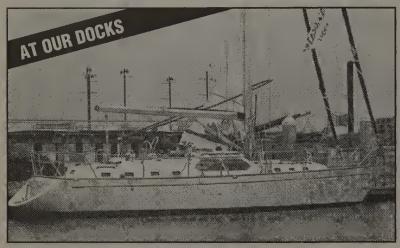
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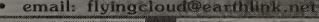


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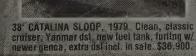


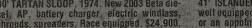


30' SANTANA 30-30', 1983. Extensive sail inventory, KVH Sailcomp, Tufffulf headstay, rodrigging, Martec prop, new wirtng. \$25,000.



30' LANCER SLOOP, 1984. Full batten main, rotter furling. New refrigerator, canvas, head, deck hatches, bottom paint 6/03, \$22,500.





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| Catalina 380 | 1998 | 165,000 |
| Catalina 36 | 1987 | 65,500 |
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| Catalina 34 M | kll 2001 | 112,000 |
| Catalina 34 | 1985 | 55,000 |

| Catalina | 34 | 1986 | Inquire |
|----------|---------|------|---------|
| Catalina | 320 | 2000 | 93,500 |
| Catalina | 30 | 1979 | 22,900 |
| Catalina | 30 | 1983 | Reduced |
| Catalina | 28 MkII | 2002 | 77,500 |
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| Hunter 34 | 1998 | 84,500 |
| Hunter 34 | 1982 | 32,500 |
| Westsail 32 | 1976 | 55,000 |
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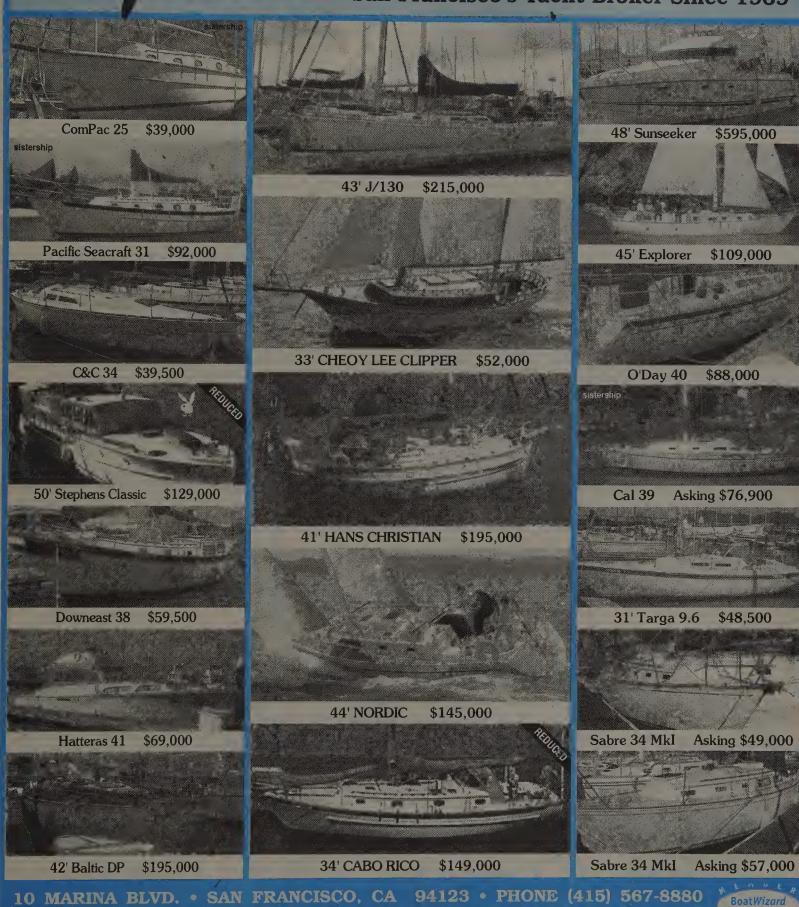
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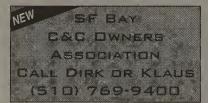
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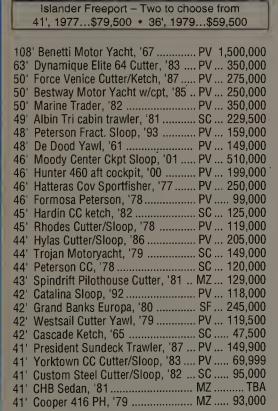
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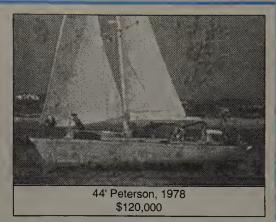
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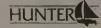
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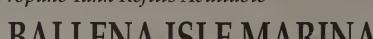
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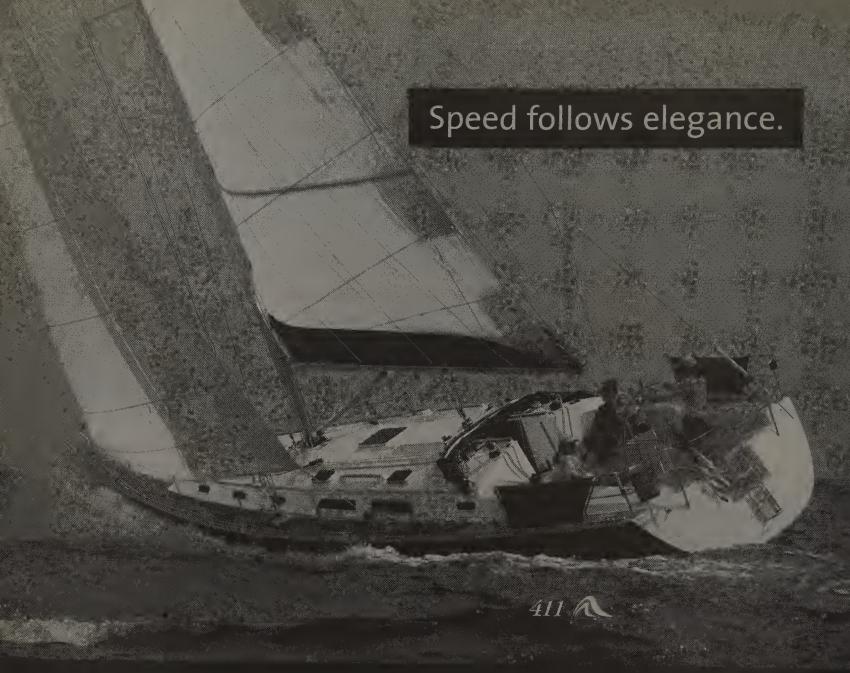
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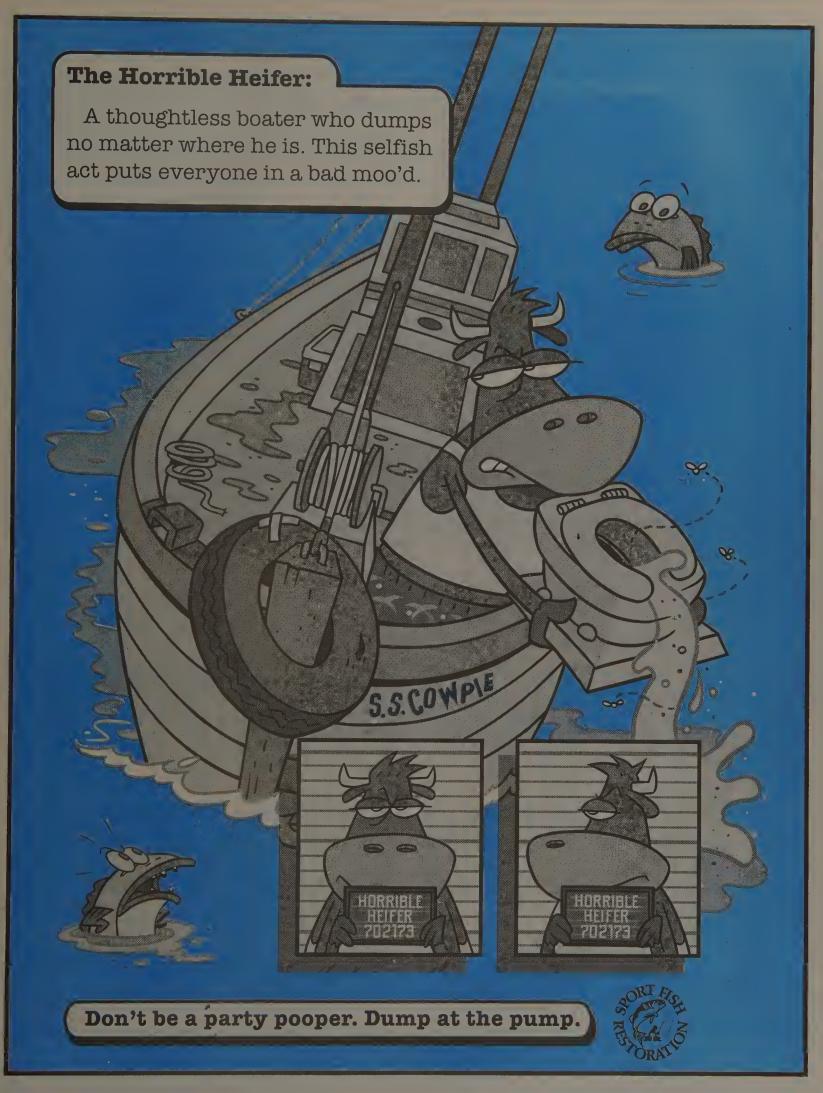
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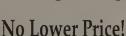
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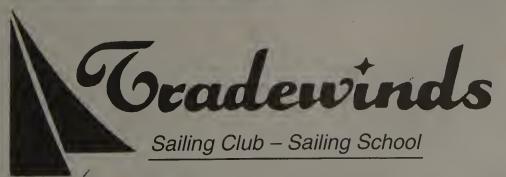
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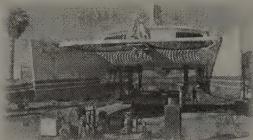


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Mar. 6 — Enjoy the full moon on a Saturday night.

Mar. 7 — Mariners Sunday at St. Luke Presbyterian Church in San Rafael, an ecumenical service featuring the StFYC Sons of the Sea singing nautical hymns. Brunch available at the Loch Lomond YC. Details and reservations, 721-4273.

Mar. 10 - SSS TransPac Seminar: "Sails and Sail Repair." Oakland YC, 7:30 p.m., free. Info, www.sfbaysss.org.

Mar. 10-14 — Sacramento Boat Show at Cal Expo. SVMA/ NCMA, (510) 834-1000.

Mar. 11 — Single Sailors Association monthly meeting, with guest speaker Michael Reppy (Thursday's Child) speaking on his three attempts to break the singlehanded record to Japan. Ballena Bay YC; 6:30-9 p.m.; free. Info, www.sailssa.org.

Mar. 12 — Steve Marsh is 40!

Mar. 13 — North U. Cruising and Seamanship Seminar at Tiburon YC, featuring guest instructors John Rousmaniere and Ed Broberg. Details, (800) 347-2457 or www.northu.com.

Mar. 13-14 — "Modern Electronics for Yachts," offered in the Bay Area by Ocean Navigator School of Seamanship. Details, www.oceannavigator.com or (207) 236-7014.

Mar. 13-14 — Open Boat Weekend in Alameda, weather permitting. Check out new and used boats at Marina Village, (510) 521-0905, and Ballena Isle Marina, (510) 521-8393.

Mar. 14 — Third Annual Coyote Point YC Chili Cook-Off and Open House, 1-4 p.m. Info, www.cpyc.com.

Mar. 14 — North U. Weather for Sailors Seminar at Tiburon YC, with instructor Bill Biewenga. Details, (800) 347-2457 or www.northu.com.

Mar. 15 — Beware the Ides of March.Mar. 16 — San Francisco Bay Oceanic Crew Group Meeting, featuring guest speaker James Elliot, USCG Auxiliary Vice Commander, on "Vessel Safety Standards." Fort Mason Center, Room C-210, 7 p.m., free. Info, 456-0221.

Mar. 20 — Memorial service for Ward Cleaveland at St. Francis YC at noon. See Loose Lips. Info, 563-6363.

Mar. 20 — Celebrate the first day of spring.

Mar. 20 — Master Mariners' Spring Potluck at the Pt. San Pablo YC. John Tucker, jtucker903@sbcglobal.net.

Mar. 20-21 — Offshore Cruising Seminar at the Holiday Inn-SFO with John Neal, Amanda Swan-Neal and Nigel Calder. Details, (800) 875-0852, or www.mahina.com.

Mar. 21 — Swap Meet/BBQ at Berkeley YC, the first one of the season. Info, (510) 714-2071.

Mar. 23 — "Sailing Fundamentals" courses begin at the Sausalito CC, 7:30-9:30 p.m., continuing on Tuesday and Thursday nights for five weeks. Enrollment limited to 20 students, \$70 course fee. USCGA Flotilla 12; Jerry Yesson, 455-

Mar. 27 — 5th Annual Flea Market at Anderson's Boat Yard in Sausalito, 8 a.m. to 1 p.m. Details, 332-5432.

Mar. 27 — Open House at H&S Yacht Sales in Alameda,



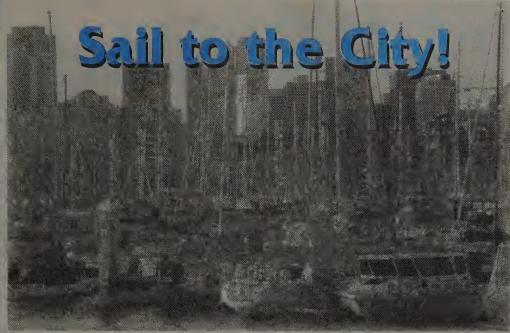






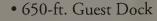






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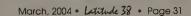


















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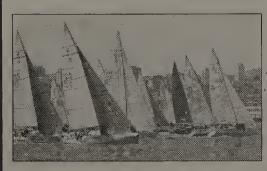
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CALENDAR

10 a.m. to 5 p.m. Info, www.hsyacht.com.

Mar. 27-28 — "Navigation, Basic to State of the Art," offered by the Ocean Navigator School of Seamanship. Info, www.oceannavigator.com or (207) 236-7014.

Apr. 1 — Be foolish today!

Apr. 1 — Racing Rules Seminar at Berkeley YC, featuring local rules guru Tom Roberts. \$15 in advance; \$20 at the door, 7 p.m. Info, www.berkeleyyc.org, or (510) 708-5460.

Apr. 2 — Free Racing Symposium at South Beach YC, featuring GPSA director Rodney Hagebols. 7-10 p.m., free. Info, 495-2295.

Apr. 2 — Bullship Reunion Dinner at Richmond YC. Nohost cocktails begin at 5:30 p.m., followed by dinner and the Auction of the Bulls at 8 p.m. Pat Nelson, 506-0255.

Apr. 3 — 66th South Bay Opening Day: "Bridge to the Future." This all-day celebration at the Port of Redwood City kicks off with the Blessing of the Fleet/Boat Parade at 11 a.m. Info, John Mattis, (408) 739-7812, or www.sequoia-yc.org/SBOD.html.

Apr. 4 — Daylight Saving Time begins. Hooray!

Apr. 4 — Bay Area Safety at Sea Seminar, 8 a.m. to 5 p.m. at Fort Mason Center. One third of every Pac Cup crew must attend this worthwhile event, which is also open to the public. Info, www.pacificcup.org.

Apr. 4 — North U. Seminar on Racing Tactics in Santa Cruz. Details, www.northu.com.

Apr. 5 — "Basic Coastal Navigation" course starts, continuing on Mondays and Thursdays through 4/26. Meets on Yerba Buena Island, 7:15 -9:45 p.m.; \$45 fee, must preregister. USCGA Flotilla 17, 399-3411.

Apr. 7 — *Latitude 38* Crew Party at the Golden Gate YC, 6-9 p.m., \$5 at the door if you're not on the March or April crew lists. Info, www. latitude38.com.

Apr. 10 — Nautical Flea Market at Encinal YC, 6 a.m. to 1 p.m. Info, (510) 522-3272.

Apr. 14-18 — Sail Expo at Jack London Square, Oakland. Save the dates! Info, www.sailamerica.com.

Apr. 17-18 — Women's Dinghy Clinic at Richmond YC. By women, for women. Limited to 30 participants. Gail Yando, (510) 232-6310, or www.richmondyc.org.

Apr. 25 — Opening Day on the Bay. PICYA, 823-6633.

Racing

Mar. 5-7 — 24th Heineken Regatta at St. Maarten — "serious fun." Info, www.heinekenregatta.com.

Mar. 6 — Sadie Hawkins Race, the longest-running women's skipper race on the Bay. Island YC; Joanne McFee, (925) 254-5384.

Mar. 6-7 — Spring Keel Regatta for Moore 24s, J/24s, Melges 24s, Express 27s and Knarrs. StFYC, 563-6363.

Mar. 6-7 — W.D. Schock Memorial Regatta in Newport Beach. NHYC, (949) 673-7730.

Mar. 13-14 — Big Daddy Regatta, an always-fun PHRF weekend for boats rating 174 and under. The usual format, with a voodoo-themed party on Saturday night. RYC, (510) 237-2821.

Mar. 13-14 — Spring Dinghy Regatta for 29ers, V-15s, 505s, Lasers, Finns, Europes and 420s. StFYC, 563-6363.

Mar. 14-19 — MEXORC, buoy racing off Puerto Vallarta. About 20 boats — including American entries Magnitude. Medicine Man, Sorcery, Victoria 5, and Stars & Stripes — are expected to compete. Info, www.sdyc.org, or Frank Whitton, (619) 226-8083.

Mar. 19-21 — San Diego NOOD, co-hosted by Sailing World and San Diego YC. Info, www.sdyc.org.

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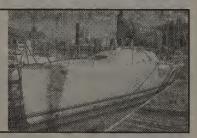
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| | 46' ILC, '96, Xtreme* | 149,500 |
| | 43' Glen L 43 Cust, '94, Van Dieman* | 119,000 |
| | 43' Saga, '02, Wind Shear** | 312,000 |
| | 42' Moody, '01, Jezebel** | 305,000 |
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| 4 | 40' Olson, '83, <i>Aisling**</i> | 79,500 |
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| 35' J/105, '01, Scaramouche* | 139,900 |
| 35' J/105, '01, Hull #459** | 126,000 |
| 35' J/105, '96, Kat's Meow* | 114,000 |
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| 32' J/32, '98, Nauti Dreams* | 38,800 |
| 32' J/32, '99, Winsome** | 45,000 |
| 31' Corsair F31R, '99 | 12,000 |
| 30' J/30, '83, Magic Pudding** | 29,000 |
| 29' J/29, '87, Cay J* | 27,500 |
| 29' J/29, '83, Ex** | 22,900 |
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CALENDAR

Mar. 20 — Rites of Spring Race, a shorthanded contest. Oakland YC, (510) 522-6868.

Mar. 20-21 — Spring One Design Regatta for Farr 40s, Beneteau 40.7s and 36.7s, J/120s, Express 37s and J/105s. StFYC, 563-6363.

Mar. 20-21 — Columbia 5.5 'Nationals'. Alameda YC; M.L. Higgins, (510) 748-0289.

Mar. 24-25, 1984 — It Was Twenty Years Ago Today, from an article titled San Francisco Cup:

After three years of defeat, the San Francisco YC of Belvedere finally beat their cross Bay rivals for the San Francisco Cup on March 24-25. The St. Francis YC, led by ace skipper John Bertrand, had beaten the Marin County sailors in the previous three meetings. This year, though, Chuck Winton's Nelson/Marek 41 *Chimo* took the best of five series against Monroe Wingate's Serendipity 43 *Scarlett O'Hara*.

The racing was close and, remarkably, protest-free. Most hotly contested match race series, as the San Francisco Cup has been for the past 18 years, have had one or more incidents of rule violation. Not this year though.

Chimo, driven by Steve Taft, aced Scarlett at the first start and led boat for boat all the way around the course. When the wind came up for the second heat, the longer Scarlett regained her form and driver Chris Corlett steered to victory. The third and final heat on Saturday was nip and tuck, with Scarlett slipping past when Chimo had to avoid a ship and another boat.

On Sunday, Taft again won the first start convincingly and sat on his rival for the windward-leeward, twice-around course. That made the tally two apiece and fittingly the finale was breathtakingly close. *Scarlett* pulled out ahead but couldn't save her time on the smaller boat, losing on corrected time by just three seconds!

Mar. 24-28 — Pacific Life Club Challenge, an invitational match race in Catalina 37s hosted by Newport Harbor YC. San Francisco YC is one of ten clubs invited to participate in the revamped and renamed regatta (formerly known as the U.S. Yacht Club Challenge). Info, www.nhyc.org.

Mar. 25-29 — Banderas Bay Regatta, lbw-key fun off Puerto Vallarta. Info, www.banderasbayregatta.com.

Mar. 26-27, 1994 — Ten Years After, from a *Racing Sheet* article titled "San Francisco Cup":

"It's not a question of who will win," claimed a St. Francis YC member who best remains anonymous. "Rather, it's a question of how much we'll win by."

Indeed, that turned out to be the case in the 29th Annual San Francisco Cup, as Paul Cayard flew up from San Diego to lead the St. Francis YC team to a convincing 3-0 victory over Jeff Madrigali and his San Francisco YC cohorts on March 26-27. Each team fielded an Express 37 for the best 3-out-of-5 Cityfront series: StFYC defended with Ted Hall's *Frequent Flyer*, while SFYC challenged with Glenn Isaacson's *Re-Quest*. Teams switched boats between races.

All the races were windward-leewards, predominantly in an ebb tide. Madro took the first start, but was passed by Cayard halfway up the first beat, who went on to win by 20 seconds. In the second, windier race, Cayard led wire-to-wire, finishing 58 seconds ahead. The third race, held in 18 knots on Sunday, began with an equal start, with Cayard arriving at the windward mark first. The second beat included a crowd-pleasing 35-tack 'downspeed' tacking duel, which Cayard controlled. The delta at the finish was 32 seconds.

"It was actually closer than the results indicate," claimed Paul. "Jeff got penalized twice, and both those calls arguably The Quantum Sail Design Group is pleased to announce the addition of world class sailor Jason Rhodes to our San Francisco Bay Area loft. Jason is a first class sailing professional in the very best sense of the term. Accomplished both on and off the water, he brings an exceptional level of experience to West Coast sailors

A Welcome Addition

Jason's on-the-water skills have been proven all over the world. As a member of the Canadian National Sailing team he has been a winner in such diverse classes as Star, Tornado, Flying Dutchman, M-242, J/24 and 49er. His keelboat skills have contributed to victories in the St. Francis Big Boat Series, J/35s, SORC and at Key West aboard boats like Santa Cruz 52s, ILC46s and Farr 40s. He is a well-known coach, tactician and consultant to many successful racing programs. Off the water, his commitment to marketing and service has earned him sales and management positions with some of the best companies in the industry.

We're excited to be adding Jason's talent and depth of knowledge to our crew. When you're looking for the best in the business, call Quantum.



Jason Rhodes joins Norman Davant, Jeff Thorpe, Jocelyn Nash, Angie Rowland, Gareth Orkney, Paul Harris, Peter Winter and Dale Petersen at the Quantum loft in Pt. Richmond.

Plan Ahead

Friday, March 19

Dave Perry, rules and tactics expert, in person at Richmond YC, sponsored by Quantum and Passage Yachts.

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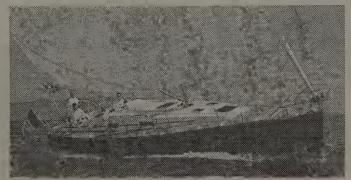
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CALENDAR

could have gone either way. They put up a really tough battle. Altogether, it was a really fun weekend — and it was great to sail with so many of my USA (12 Meter) friends again!"

Supporting Cayard was a cast of St. Francis 'heavies'—literally heavy, as they could only fit eight crewmembers on the boat given the 1,720-pound crew weight limit while SFYC sailed with nine. The winning crew consisted of Mike Erlin (grinder/mastman), Craig Healy (tactician), Nick Gibbens (trimmer), Ken Keefe (pit), Greg Prussia (bow), Carl Schumacher (trimmer) and Russ Silvestri (main).

Sailing for San Francisco YC were Carlos Baddell, Steve Fentress, Duncan Kelso, Tad Lacey, Mark Maymar, Tim Parsons, Chris Perkins and Jeff Wayne. At least half these guys also belong to St. Francis, lending an intimate atmosphere to the weekend. For the record, St. Francis YC has now won the Cup 20 times to San Francisco YC's 8, with one series improbably unaccounted for.

Mar. 26-28 — Alamitos Bay YC's 44th Annual Olympic Classes Regatta for all Olympic classes plus Laser Radials, 29ers, Snipes, Solings and Lightnings. See www.abyc.org for NOR and SIs.

Mar. 26-28 — 31st International Rolex Regatta (St. Thomas, USVI). Info, www.rolexcupregatta.com.

Mar. 27 — 25th Doublehanded Farallones Race. This 'silver anniversary' edition will appropriately award silver trophies, including ones for top three-boat team and top coed boat. BAMA: Randy Devol, (408) 483-3627 or www.sf-bama.org.

Mar. 27 — 42nd Annual Año Nuevo Ocean Race: Santa Cruz, Ano Nuevo, Monterey. Info, Garth Hudson, (831) 655-4846, or www.mpyc.org.

Mar. 27 — Dinghy Regatta in the Turning Basin of the Port of Sacramento, 11:30 a.m. All boats under 19 feet invited. Lake Washington SC, (916) 374-4404.

Mar. 27-28 — 32nd Rollo Wheeler Regatta: two buoy races, a Mardi Gras party, and a pursuit race. Bobbi Tosse, (925) 939-9885 or www.berkeleyyc.org.

Mar. 29-Apr. 4 — BVI Spring Regatta and Sailing Festival. The expanded format now includes several days at the Bitter End YC, followed by the traditional three-day regatta out of the Nanny Cay Resort & Marina. Info, www.bvispring-regatta.org.

Apr. 3 — Doublehanded Lightship Race. Island YC, Joanne McFee, (510) 490-1524.

Apr. 3 — 4th Annual Spring Forward Regatta. South Beach YC, www.southbeachyc.org, or 495-2295.

Apr. 3-4 — Big Dinghy Regatta. RYC, (510) 237-2821.

Apr. 3-4 — Belvedere Cup, a Farr 40 match race series. The winner gets an invitation to BBYC's Ficker Cup. SFYC, 789-5647.

Apr. 3-4 — Collegiate Cityfront Regatta. StFYC, 563-6363.

Apr. 3-4 — Camellia Cup, the unofficial start of the unofficial NorCal lake circuit. Folsom Lake YC, (916) 985-3704.

Apr. 10 — Singlehanded Farallones. SSS; Max Crittenden, (650) 859-5673.

Apr. 17 — 51st Annual Bullship Race, the El Toro TransPac. Pat Nelson, 506-0255.

Apr. 17-18 — J/Fest, a joint production by Sail California, J/Boats and Encinal YC. Eugenie, (510) 523-8500.

Apr. 17-18 — Resin Regatta for Express 27s, Melges 24s, IODs, Cal 29s, Santana 22s, Knarrs, Folkboats, and Cal 20s. SFYC, 789-5647.

Apr. 17-18 — Ahmanson Cup. NHYC, (949) 673-7730.

Apr. 17-18 — Elvström/Zellerbach Regatta. StFYC, 563-

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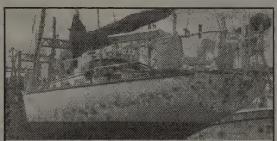
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| FIGILIS | 10. |
|---------|--|
| 1985 | \$359,000 |
| 1977 | Sold |
| 1985 | \$49,000 |
| 2001 | \$325,000 |
| 1967 | \$53,000 |
| 1997 | \$159,000 |
| 1998 | \$150,000 |
| | 1985 1977 1985 2001 1967 1997 |

| Choate 40 Dencho Marine | 1981 | \$39,900 | West |
|-------------------------|------|-----------|-------|
| Wylie Custom 40 | 1978 | \$39,900 | Islan |
| Hinckley 38 | 1969 | \$89,000 | Santa |
| Morgan 36 | 1984 | \$49,500 | |
| Sydney 3600 Sport | 2002 | \$189,500 | POW |
| Coronada 25 | 1071 | \$20,000 | Coon |

| Westsail 32 Sloop | 1971 | \$32,500 |
|--------------------|------|----------|
| Islander Bahama 30 | 1984 | \$29,000 |
| Santana 30/30 | 1983 | \$18,000 |
| | | |
| POWER | | |
| Cooper Yachts 10M | 1988 | \$92,000 |

| Marshall Californian 34 | 1983 | \$59,900 |
|-------------------------|------|-----------|
| Silverton F/B Sedan 34 | 1978 | \$32,000 |
| Silverton 32 | 1997 | \$70,000 |
| Chris Craft Crowne 30 | 1994 | \$48,000 |
| Chris Craft Const. 30 | 1965 | \$20,000 |
| Bavaria 290 Sport | 2003 | \$141,600 |
| Carver Monterey 2987 | 1985 | \$23,900 |
| Uniflite Sport Sedan 28 | 1973 | \$24,950 |

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CALENDAR

6363.

Apr. 20-24 — Melges 24 Nationals. Beware of sharks! Santa. Cruz YC, (831) 425-0690.

Apr. 23 — 57th Tommy Bahama Newport to Ensenada International Yacht Race. Info, www.nosa.org.

Apr. 24 — OYRA/StFYC Lightship Race, the start of the 2004 ocean racing series. YRA, 771-9500.

Apr. 25-May 1 — Antigua Sailing Week, the big kahuna of Caribbean racing. Info, www.sailing-week.com.

May 1-2 — Vallejo Race. YRA, 771-9500.

June 12 — Coastal Cup, S.F. to Santa Barbara. Encinal YC, www.encinal.org, or Steve Rienhart, 244-5960.

June 26 — SSS TransPac. Info, www.sfbayss.org.

June 28-July 2 — West Marine Pacific Cup. Info, www.pacificcup.org.

Remaining Midwinter Races

ALAMEDA YC — Estuary Midwinters: 3/21. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: Sundays thru March, except during the BYC Mids. Paul Kamen, (510) 540-7968.

ENCINAL YC — Jack Frost Series: 3/20. Steve Rienhart, (510) 522-3272.

GOLDEN GATE YC — Seaweed Soup Series: 3/6. Ruth Schnapp, 386-2238.

LAKE MERRITT SC — Robinson Memorial Midwinters: 3/14. Duncan Carter, (925) 945-6223.

RICHMOND YC — Small Boat Midwinters: 3/7. Bruce Bradfute, 892-4189.

SANTA CRUZ YC - Midwinters: 3/20. SCYC, (831) 425-

SAUSALITO YC — Midwinters: 3/7. Tim Prouty, 331-5204. **SOUTH BAY YRA** — Winter Series: 3/6. Robert Hu, roberthu@yahoo.com.

SOUTH BEACH YC — Midwinters: 3/13. Gary van Giersbergen, (650) 355-4656.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

| March Weekend Currents | | | | | |
|------------------------|-------|-----------|-------|-----------|--|
| date/day | slack | max | slack | max | |
| 3/06Sat | 0110 | 0339/3.1E | 0655 | 0949/3.2F | |
| | 1243 | 1550/4.7E | 1932 | 2228/3.8F | |
| 3/07 Sun | 0140 | 0416/3.5E | 0734 | 1030/3.4F | |
| | 1328 | 1631/4.5E | 2004 | 2300/3.7F | |
| 3/13Sat | | 0248/1.9F | 0530 | 0908/4,1E | |
| | 1322 | 1632/2.8F | 2004 | 2158/1.3E | |
| 3/14Sun | 0111 | 0401/1.7F | 0643 | 1017/4.1E | |
| | 1436 | 1755/3.1F | 2116 | 2322/1.3E | |
| 3/20Sat | 0051 | 0336/3.6E | 0659 | 0955/3.6F | |
| | 1250 | 1548/4.4E | 1926 | 2222/3.8F | |
| 3/21Sun | 0123 | 0410/3.9E | 0741 | 1036/3.6F | |
| | 1337 | 1626/3.9E | 2001 | 2253/3.5F | |
| 3/27 Sat | | 0209/1.2F | 0442 | 0822/3.1E | |
| | 1245 | 1552/2.0F | 1923 | 2107/0.9E | |
| 3/28Sun | 0038 | 0313/1.0F | 0546 | 0924/3.0E | |
| | 1355 | 1717/2.1F | 2032 | 2219/0.9E | |



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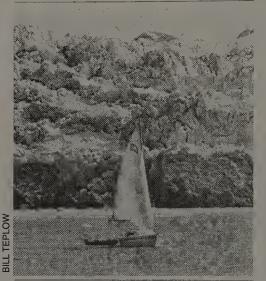


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LETTERS

I love *Latitude*, and read it from cover to cover by the 2nd of each month. And thanks for running the picture in your January *Year in Review* article of my West Wight Potter 19 *Chubby* and me at Hilo, Hawaii, upon our arrival from Berke-



Here's proof that 19-ft 'Chubby' was at the South Sawyer Glacier, Tracy Arm, Alaska.

ley. But oops, I'd made that voyage in July-August of 2002, so it didn't belong in the 2003 retrospective.

Actually, Chubby and I spent the summer of 2003 traversing the Inside Passage from Port Angeles, Washington, to Glacier Bay, Alaska, out Cross Sound to the Gulf of Alaska, south on the outside to Sitka, and finally to Craig, Alaska. Chubby was barged from there to Seattle at the end of August

due to deteriorating weather. I met up with *Chubby* in Seattle, and sailed her around Cape Flattery and back down the coast to Berkeley in October.

Bill Teplow Chubby, West Wight Potter 19

Bill — Oops is right! That's about as big a goof as last month when we ran a photo in 'Lectronic Latitude of what we claimed was of Frances Joyon's 90-ft trimaran IDEC, which had just set a new solo around the world record. Unfortunately, it was actually a photo of Bruno Peyron's new maxi catamaran Orange! At times like that, we just want to crawl into a hole.

Anyway, we simply can't believe the voyages you've made with your 19-footer. Either you're a very good role model, or a really bad one — we still can't decide. Maybe we'll be able to decide after our article on your recent voyages in the next issue of Latitude.

*î***UCHARGING FOR GPS USE WOULD BE DISGUSTING**

Your suggestion of charging foreign vessels for GPS use is downright disgusting. The next time you come to Canada and your GPS system goes down, will you pay us for use of our Loran system?

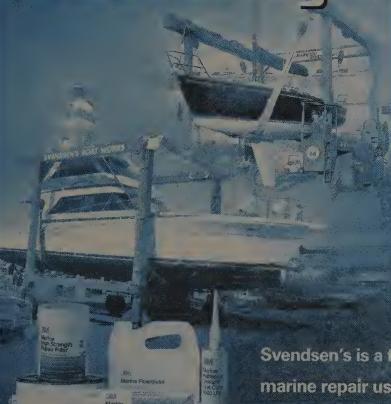
> Dennis McMurtry Canada

Dennis — Thanks to the taxes paid by American citizens, the United States was able to develop and maintain GPS, the most accurate and reliable navigation system the world has ever known. Over the years, this GPS system has been directly responsible for the saving of countless lives, untold amounts of fuel, and has generally made life much safer and easier for millions of people around the world. So would you like to try to explain why only Americans should have to foot the tab? If anything strikes us as disgusting, it's that non-Americans don't even chip in, let alone pay their fair share, for such an incredibly valuable service.

If the GPS system ever broke down and we needed to use Loran in Canada, of course we'd be willing to pay for it. After

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I FTTERS

all, we wouldn't want to be freeloaders. We have a sneaking suspicion, however, that Loran is yet another technological gem whose development was funded almost entirely by American

How would foreigners pay for GPS service? One way would be for there to be a 100% surcharge on all GPS units sold to non-Americans. Enforcement would be difficult, of course, so we think the best system would be a barter arrangement — in exchange for paying for GPS, all international telephone calls would be free to Americans. And yes, we're just kidding.

ÎUI'M TOLD THAT NO ONE WILL CREW WITH ME

I would like to solicit opinions on how I, a well-prepared but inexperienced boatowner, can attract crew for extended

offshore passages?

I call myself a boatowner rather than a skipper because some who may know me better than I know myself think I'm unworthy of the title. I am a 44-year-old single man who has owned two boats - a Laser while in my 20s, and a DownEast 38 cutter that I purchased three years ago. I spent six years in the submarine service of the U.S. Navy as a mechanic. As such, in addition to understanding watch standing, I'm quite handy with tools and have repaired or replaced every major system on my boat, and know her backwards and forwards. My time in the Navy means that I understand the importance of spare parts, contingency planning and damage control. I've spent tens of thousands of dollars beyond the purchase price of my boat to make her as safe and seaworthy as I know

As for sailing, my job commitments and extensive boat work have prevented me from making any offshore passages — on my boat or any other boat. So far, I've been a Bay sailor, taking my boat out on 8 to 13-hour jaunts from Redwood Creek to as far as Mile Rock, under as wide a variety of conditions as you can find on the Bay. Meanwhile, I've been hitting the books and learning as much as I can about ocean weather routing, first-aid, anchoring scenarios, emergency procedures — you name it. I hold three ASA certifications.

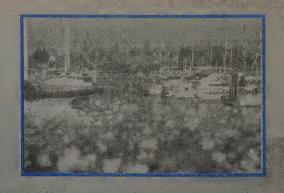
I'm planning a South Pacific cruise — Hawaii, Tahiti, Fiji, New Zealand — starting this November. If I'm still having fun after a year, I might circumnavigate. I've begun my search for crew — I would like three, including myself — and that's where I'm having a problem. All the prospects naturally want to know how many offshore passages I've made, and to where. The answer is zero. At least not counting the Navy. Adios, prospective crewmember.

The consensus seems to be that someone who has never made an offshore passage in a sailboat has absolutely no business listing himself on a skippers' list. This, it seems to some, is tantamount to false advertising. No matter that I have successfully skippered on many Bay sails, I'm told that it's different than sailing on the ocean, and therefore doesn't count. The word is, no one in their right mind would crew for me, because only a feather-merchant melon-farmer would dream of going offshore for the first time on his own boat.

I know, I know, the solution is to bring experienced people. But apparently that doesn't matter — even the experienced people seem to want a skipper who has more experience than they do. When I was a student aircraft pilot, I was legally permitted to fly solo when I had obtained a rudimentary level of knowledge and experience — even though I had only been flying for a few weeks. I know that flying is not cruising, but at a certain level the analogy is valid — you do not have to be Barnacle Bill with 37 years of sailing wisdom to be safe. We licensed pilots are taught to compensate for lack of experi-







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LETTERS

ence by being conservative, and that mindset has made me a safe Bay sailor.

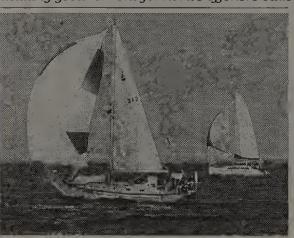
Based on the reactions I've gotten so far, I'm wondering if, come November, my choices will be to singlehand or not go on my proposed voyage at all. I believe that part of the issue is that there are many more crew slots than serious prospective crew, so they have the edge and can pick and choose exactly the set of circumstances under which to voyage. I would take off from work and crew offshore with other people for a while if I could, but that's not an option. Any ideas for a well-prepared but untested skipper-wannabe in search of crew?

Glenn Damato Serenity, DownEast 38 Redwood City

Glenn — Relax. As long as you change one thing, we'll bet a quarter that come November you won't be looking for crew, but rather picking among those who would like to crew for you.

The little thing you've got to change is your plan to sail to Hawaii in November and then on to Tahiti. November is too late in the year to safely sail to Hawaii or even be likely to have a good trip. And once you're there, you're faced with thousands of nasty upwind miles in strong winds and big seas to reach French Polynesia. We've had Changes reports from both the SC 52 Kiapa and the Wylie 39 Punk Dolphin recounting this very problem. Offshore sailors quickly learn the benefits and comforts of sailing with the wind rather than into it.

There are good reasons why just about all West Coast sailors who cross the Pacific start from Mexico. And there are particularly good reasons for novice offshore sailors to do it. Sail-



Sailing down the west coast of Mexico is a good introduction to offshore sailing, and many sailors think the Ha-Ha is perhaps the most fun time to do it.

ATITUDE ARCHIVES

ing on the ocean is very different from sailing on flat water, matter how strong the winds might be. Everything standing, steering, reefing, eating, sleeping – is more challenging, and even more so at night. Sailing

on the ocean is not overly difficult, but it takes getting used to. We think the best way for people to get used to ocean sail-

We think the best way for people to get used to ocean sailing is gradually. For Northern California sailors who haven't had time to sail offshore prior to the start of their cruise, we highly recommend that the first sail be 15 miles down to Half Moon Bay in fair weather. This would be followed by daysails to Santa Cruz, Monterey, San Simeon and Morro Bay. From there, you could try an overnighter around Pt. Conception to Santa Barbara. With a little experience under your belt, you could follow that up with some time on the hook out at Santa Cruz Island. From there you gradually become more ambitious. This is a much better introduction to offshore sailing and cruising than just taking off across the open ocean to Hawaii.

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LETTERS

cruising and be in San Diego at the end October in time for the start of the Baja Ha-Ha. We say this not because the Ha-Ha needs any more entries, but because many more prospective crew want to do the Ha-Ha than sail down the Mexican coast on a solitary boat. For example, had you been in San Diego two days before the starts of the last two Ha-Ha's, you could have easily signed on two or more eager crew for the event. There were capable-looking folks who were very disappointed not to have found berths.

The main reason you should relax is that based on what you've told us, you've got a lot going for you. At the top of the list, you seem to be honest. You describe your sailing experience accurately and don't fudge the fact you haven't been off-shore. That's a great start.

The business about being a mechanic, having plenty of spare parts, and knowing your boat backwards and forwards is huge. This will score big points with potential crew who know what they should be asking about.

You've also completed ASA sailing courses, and availed yourself of other appropriate training. And, you're a pilot. This will suggest to prospective crew that you're at least reasonably intelligent and not an irresponsible yahoo. And that even though you haven't done any offshore sailing, you've experienced facing challenges with your life in the balance.

Our advice is to attend the Crew List Parties and work the Crew Lists, while continuing to present yourself just as you have to us — a guy with many things going for him, but without any offshore experience. If you do this, and change your itinerary so that you start by cruising down the coast to Mexico as most other folks do, you won't have any trouble finding crew.

Caution: Don't make the all-too-common first-timer's mistake of trying to find crew for the whole trip. Realistically, every crewing arrangement should be viewed as being nothing more than one port to the next. If the experience is good, you keep going together. If it is bad, you go your separate ways. With a little experience, you'll discover that this kind of an arrangement is of much greater importance to the boatowner than to roving crew. So trust us, if you've got a good program and are easy to get along with, you shouldn't have a problem finding crew anywhere.

Lastly, if you're at the helm of your boat, you're the skipper, no matter how little or how much experience you have. You don't, of course, want to introduce yourself as 'Capt. Glenn', which would be pretentious. But you don't seem like the kind of person to do that.

↑UTHAT DAMN FISHERMAN AND HIS NOISE!

I had to chuckle remembering our noisy stay in an anchorage. It was July of 2002 and we were returning from a very nice stay aboard our Catalina 36 *Kia Orana* at the Channel Islands. My wife, Teresa, our son, Ryan, and I were harbor-hopping back up the coast when we pulled into San Simeon harbor.

San Simeon is normally a beautiful, protected anchorage, and one of our favorite places to spend the night on the hook. We had found a good spot, set the anchor, and were preparing dinner when a fishing boat pulled into the anchorage. The sun was setting, so the lone fisherman aboard turned on what appeared to be a zillion candlepower light. It was so bright that he needed to run his engine to create the power for it.

The brightness of the light and the noise of the engine completely ruined the ambiance of the anchorage. Somewhat annoyed that we couldn't sit in the cockpit to watch the stars,



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LETTERS

we retreated below. Our stereo was enough to muffle the racket above and, tired from our passage, we were soon asleep.

About 5 a.m. I awoke to hear his engine still running. By this time, I was getting quite annoyed. After all, 5 a.m. and me still not being able to sleep from the noise of his engine.

Since there was no way I was going to get back to sleep, I decided that we should get an early start on the day. I awoke the crew and told them to prepare to get underway. There were some muffled complaints, but they agreed that the noise made the anchorage less than peaceful. As they prepared things belowdecks, I went topside to ready the anchor and engine. As soon as I exited the cabin, the annoying engine noise stopped! I went back below to tell the rest of the family the good news — but I heard the noise again. I went topside and the noise disappeared again. Went below and there it

So I started checking for the source of the noise — and soon discovered it was coming from our fresh water pump. During the night, we had used the last of the water in the primary tank, and our pump was working away in a vain attempt to pressurize the lines with air. I switched to the secondary tank and the noise stopped.

I would have submitted this to the 'stupidest thing I've done while sailing' collection, but it's only about fifth on my

> **Dudley Gaman** Kia Orana, Catalina 36 Coyote Point Marina

Dudley — That's a funny story. Thanks for having the selfconfidence to share it with us.

We know that squid fisherman use extremely bright lights to attract squid to their nets. Are there any fishermen out there who can tell us what other kinds of fishermen use such bright lights?

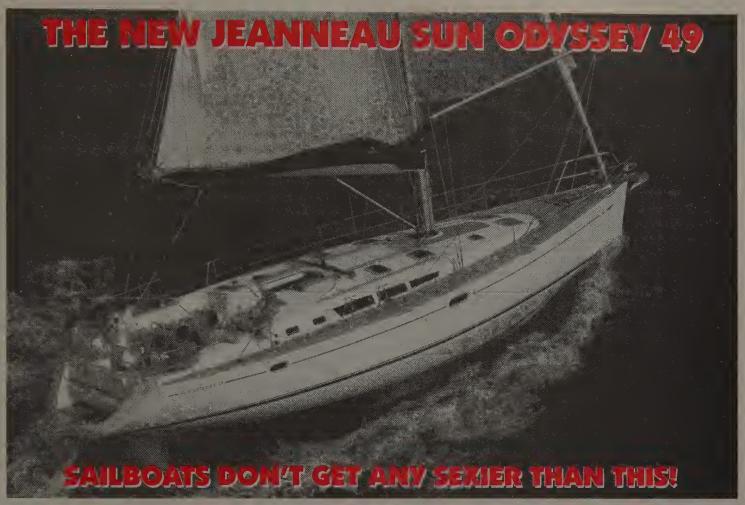
ÎUKIDS ON BOATS

In last month's Sightings, there was a letter asking for comments on the advisability of raising kids on a boat. I feel that I am uniquely qualified to comment on the subject.

I spent the formative years of my life living with my father on our 32-foot wooden Winslow sloop. Between the ages of 8 and 18, we spent several years preparing for, and then going on, an open-ende'd cruise. During those years I learned all the same lessons and faced all the same challenges that every kid in America must go through. The only difference was I got grounded for doing things like trying to surf the dinghy with my buddies. I also remember the disappointment in my father's eyes when I fell asleep on watch, as well as a sense of pride he had when I reduced my first sun sight. Being raised on a boat has provided me with a unique perspective on life that I cherish to this day.

Kids need a loving and supportive atmosphere in order to thrive, and a life on the water is a fantastic place for a family to provide such an atmosphere. I am now 37, and my wife and I are striving to provide a positive environment for our 5year-old. We own a house in San Diego now, but sailboat racing and spending time together on the ocean is still a very passionate part of our lives. Growing up on the water is a wonderful opportunity, as long as it is in a loving and caring environment.

> Dave Leuck Pt. Loma





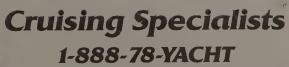
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LETTERS

↑\$\$\frac{1}{2}\$\text{THIS IS VERY IMPORTANT}\$

In 2001 there was a woman who travelled down the Pacific Coast and I think through the Panama Canal with a guy from Washington on his 50-ft boat. I understand that she charged he had assaulted her and thrown her overboard. Apparently she contacted people in the boating community with her story and concerns. I have recently been assaulted by what I believe is the same guy in Florida. I have reason to believe that the other woman who was attacked is trying to find the guy's whereabouts. This is very important. If anyone knows how to contact this woman, I'd very much like to know about it. I can be reached at <code>vallijh@aol.com</code>. Please contact me.

Planet Earth

Readers — Because there are serious charges involved and we haven't been able to verify the basic facts or get a possible other side of the story, we've left the names out. Nonetheless, we think the message has gotten across.

↑\$\$\$\$COMPARING A DOWNEAST 38 WITH A CATALINA 36

After being out of sailing for over 10 years, I'm considering the purchase of another boat. I'm seeking information and possibly a dialog with those familiar with the DownEast 38 cutter rig. My interests are to sail coastal Southern California in cruising style with a margin of safety and comfort — but without sacrificing too much speed.

It's commonly assumed that a moderately heavy displacement boat will be a dog when loaded, as compared to a coastal cruiser such as a Catalina 36. Yet it's also my view that more sail area will take care of the problem as long as the boat is strong enough. My sailing intuition suggests the DownEast is a stronger, more capable boat at sea than most light-displacement production boats. Nonetheless, before I purchase one, I would like to learn about the 'heart and soul' of the design from as many people as possible.

When I was a kid in San Diego, I used to have to wait for a local small craft advisory to get my sailing fix, because the winds there are typically so light. I do not want my new boat growing to the dock for the same reason. Any comments from your readers on the performance of DownEast 38s would be appreciated. I can be reached at bobm@nethere.com.

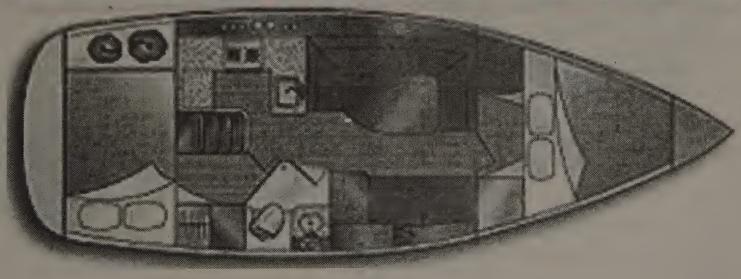
Bob Manthei Southern California

Bob — To a certain extent it's helpful to compare the boats' PHRF ratings. In Southern California, the Catalina 36 rates 144, while the DownEast 38 rates 216. In other words, based on past racing performance, the Catalina 36 is a little more than a minute per mile faster than the DownEast.

That's quite a large difference for boats so close in size, but for cruising purposes, it might be deceptive. For one thing, we suspect that the average Catalina 36 owner tends to be more race-oriented that the typical DownEast 38 owner, and therefore is able to make better use of his boat's speed potential. In addition, much of Southern California racing is done in light air with upwind and dead downwind legs, where the more weatherly and lighter Catalina 36 would have her greatest advantage over the DownEast. In stronger winds and reaching conditions more common to cruising, we think the difference in speed would be significantly less.

In our opinion, both the DownEast and Catalina are well-suited for sailing in Southern California waters. The Catalina would get the nod in light air, while the DownEast might be preferable for cruising comfort. Which is more important to you?







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LETTERS

↑UR-E-S-P-E-C-T

I really don't have much to add to last month's *World of Chartering* article on respect for the people and places that charterers visit — except to second everything that was written.

The last time I wrote to *Latitude* was in the '80s when I submitted an article on the Bora Bora YC. I received a *Latitude* Roving Reporter T-shirt, which I wore to death — it was last seen heading for the rag bin.

My wife and I started chartering in 1976. We enjoyed exploring many places in the world, and that, along with over 30,000 miles of open-ocean racing, prompted us to settle down 10 years ago and buy a home in the British Virgin Islands. We kept returning to the BVIs primarily because of the people. These are the same 'hosts' that interact with us daily, and have opened up their country to us, and offer the same hospitality to the multitude of charterers who visit the British Virgins each year. There is nothing phony about their warmth, the genuine pride in who they are, where they are, and sharing it with visitors.

The one thing they ask and expect, however, is respect. Too often we see charter folks and hotel visitors lose the opportunity of maximizing their experience by bringing their U.S. 'luggage' — meaning attitudes — with them. In fairness, some of the Europeans are guilty of the same thing. Thankfully, the vast majority of visitors, especially boat people, 'get it'. They understand that a smile and a polite inquiry will prompt the British Virgin Islanders to respond in kind fourfold. Now, if we could just somehow educate some of the boaters to keep their gear on when ashore rather than flaunting their latest, synthetic and/or metallic body work, the locals would be even more appreciative.

By the way, Kim and I have been together for 23 years. She had never been on a sailboat before we met, and her initiation was my taking her on a two-week trip out of the old CSY Van Ohst operation at Young Island in the Windwards. Now that we have our BVI home, she bemoans the fact that we no longer charter!

In closing, I have a suggestion for a future article in the charter section. Given the popularity of the BVIs and the number of people who charter here each year, I'm willing to bet that your readers would be interested in learning more about VISAR (Virgin Islands Search and Rescue). We do not have a Coast Guard, and VISAR is a 100% volunteer-supported group that functions as a medical safety net for anyone on the water who faces a trauma situation. They are on call 24/7.

We enjoy reading *Latitude* — which we are able to pick up each month at the Bitter End YC.

Lew & Kim Spruance North Sound, Virgin Gorda

Lew and Kim — It's probably been seven years since we've been to the British Virgins, but we'll be coming back at the end of March with Profligate for the BVI Sailing Festival. We plan on doing a big report on the British Virgins, and hope that you'll be a part of it.

↑ TREATING LOCALS WITH RESPECT

Your World of Chartering article last month about showing respect for people overseas hit the mark. I've had two experiences that really show the value of treating local officials with respect.

The first experience occurred at Cabo San Lucas after a Long Beach to Cabo Race in the '60s. I had to return to California by air shortly after the finish of the race, but at the

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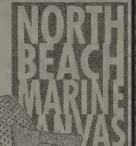
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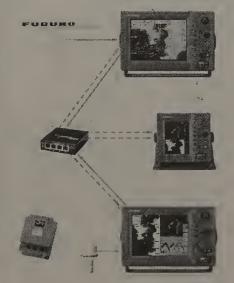
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LETTERS

airport it became evident that we couldn't check into our flight without our tourist cards. The ticket agent directed us to the immigration office at the airport to get our paperwork. With cap in hand, I approached the immigration officer and said, "Señor, I have a problem. I don't have a tourist card, and need one to make my flight. I need immigration for help."

"No problemo," he replied. It was only a minute before I got

a stamped tourist card.

Another sailor with the same problem was in line after me, but had a different attitude. He told the immigration officer that he had been in the regatta and demanded his tourist card

"I don't have to give you anything," retorted the officer. After letting the sailor sweat for a little while, he finally gave

him the necessary document.

The other experience happened when checking in at Road Bay in Anguilla. We put up the British and quarantine flags on the starboard flag halyard of our chartered cat before taking the dinghy ashore to check in. When we arrived ashore,

we noticed someone with binoculars outside the customs office. He was the customs officer, and he asked us which boat was ours. Adherence to flag etiquette has become pretty lax in many places, but apparently not in Anguilla.

After dealing with immigration and customs protocol, I politely asked about getting a national parks permit. This is required before taking the boat into any of the national marine parks. The customs officer informed me I would have to wait for the national parks clerk to return before getting a permit, and that it



Jacques, the assistant Port Captain at St. Barth, is a fair and fun guy. But if you anchor in the channel or give him guff, you'll probably regret it.

might be an hour or two. Then he changed his mind, and told us that on his authority, we would be allowed enter the national parks without a permit during our brief stay.

As we were about to leave, the skipper and crew of another boat came in. While standing outside, we overheard them being told they would have to wait for the return of the parks clerk before getting their permit. It didn't sound like any concessions would be made this time. I believe we were given the better treatment because of both our flags as well as being courteous. It just goes to show that making a little extra effort to treat people with respect will go a long way in being treated well in return.

Bob Diamond Spinnaker Sailing Redwood City

Bob — We've had many experiences around the world that reflect exactly what you say. Treating officials with courtesy and respect will not always get you your desired result, but it will give you the best chance of getting it. Getting frustrated or angry, on the other hand, will guarantee that you won't get what you want.

We recall checking in at Soper's Hole in the British Virgins

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LETTERS

one New Year's Day many years ago. The immigration officer went off on a religious tangent, and basically preached to us for about 20 minutes. We didn't appreciate the sermon, but gamely nodded our heads and threw in an occasional "Amen!" Had we gotten angry with the officer, we might have been forced to spend the entire day in church before getting our papers stamped. That's the way it can be.

Of course, you should treat people well and respect them even if you don't need something from them, but because it's just the right thing to do. Like the bumper sticker says, "Mean

People Suck."

↑UCHUMMING FOR CHILDREN

I noticed the Wanderer's 'Lectronic Latitude comment on the photo of the fishermen on Nevis who were cleaning their catch on the dock and dumping the remnants into the water

n'ear a beach being used by children. Interestingly, this is not just Caribbean practice.

While I was in Bermuda a few years ago and staying at the Royal Bermuda YC, there was an international billfish tournament underway. Sports fishermen from all over the world were competing via the internet from their home ports. One yacht from the Royal Bermuda YC was competing in the waters off Bermuda, and brought a 1,000-lb marlin back to the dock. Once they were notified that their catch would not be competitive, the crew weighted the carcass down and dropped it over the side right at the dock! There was no apparent objec-



"Let's see, if I throw these fish guts in the water near these kids, I wonder if it will attract any sharks?"

tion from the yacht club or its other members. This wasn't exactly a swimming area, but the yacht was in the channel used by the Royal Bermuda YC's Youth Sailing Program. I was sure hoping they had voracious crabs in Bermuda.

John Stevenson Washington, D.C. Area

↑USHE WILL BE A PART OF MY LIFE FOREVER

In the February *Sightings* you had an article on the demise of the 1926 gaff-rigged cutter *Stornoway*. Reading that article broke my heart as (Lady) *Stornoway* was quite a part of my life. I offer the following for your consideration.

Stornoway was lovingly built at the Dauntless Shipyard in Essex, Connecticut, in 1926 under the supervision of a Major N. Smith, famous for putting together ships from the finest available woods. She was commissioned by a Mr. Nichols, who was from the Isle of Lewis and city of Stornoway, Scotland. This wonderful ship was designed by Albert Strange—and strangely enough was introduced to me by my best friend, Neil Smith of Mill Valley.



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LETTERS

And so my love affair with (Lady) Stornoway began. I was an airline commuter from Portland, Orainagain, and five days before Christmas, I was sent out on a five-day trip to Sydney, Australia. The normal 14-hour flight was extended as we had to make a fuel stop at Fiji. I had been perusing the Latitude, when I came across the ad for this classic gaff-rigged cutter Stornoway. While aboard the aircraft in Fiji, I called the phone number listed in the magazine. I got an answering machine,

so I left my friend's phone number in Mill Valley.

After completing the five day trip, I returned to San Francisco on Christmas morning, excited to catch my commuter flight back to Portland. Unfortunately, Portland's airport had been shut down by an ice storm. My only option was to call my friend Neil. It was Christmas Day, but I called him anyway. He told me to catch a Marin Airporter and come on over. (I told you he was my best friend.) When I arrived at his house, he asked if I had called someone about a boat, and had I left his number? It turns out the person that I had called from the aircraft just happened to be a friend of his. Long story short, he called his friend to see if we could see Stornoway on Christmas Day. We could.

So there in Sausalito sat Storny, fully adorned with Christmas lights both inside and out. It was love at first sight, so I bought Stornoway on that Christmas Day. Some will remember that Albert Petersen, who made Stornoway famous, was also born on Christmas day in 1919, and he also passed away aboard Stornoway on Christmas day in 1983. For what it's worth, my father was born in 1919. And in 1983, I myself was lost on a sailboat for 19 days in the Bermuda Triangle although that's another story.

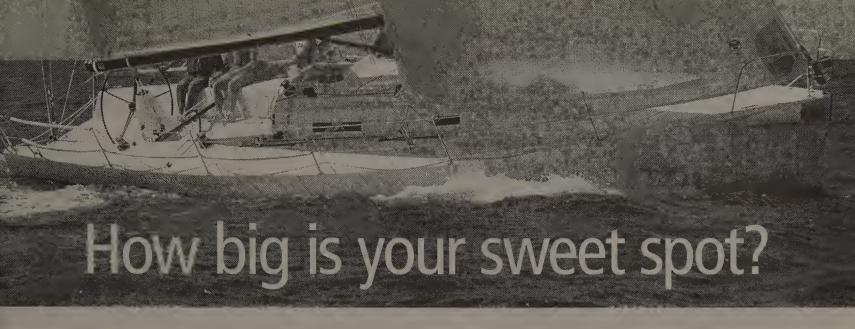
Some more coincidences. Stornoway was built in 1926 by a Major N. Smith. I, on Christmas Day 1996 was introduced to Stornoway by my friend Neil Smith. Marjorie Petersen was born on May 4, 1923. My mother, Edith was born on May 4, 1923. Both were English. I grew up in Rhode Island, just 45 miles from where Stornoway was built.

It would have been hard for anyone not to love Stornoway, as she was a solid 24,000 pounds of New England oak, with a short, stout mast of Oregon fir. She would embrace you like a floating log fortress - warm, cozy and soft. Her rocking would lull you to sleep on the stormiest nights. We had fine parties on Stornoway; and once had 11 for dinner in her salon. The menu was Boston mussel chowder, a recipe I had gotten from Sydney, Australia. The books on Stornoway are on exhibit at the Maritime Museum in Australia, as Albert Petersen was welcomed there during his round the world sail

In 1997, Stornoway still appeared to be quite solid. The only maintenance mistake that I'd made was that I had painted her the original color from 1926, which was black. It wasn't a good idea in the heat of Sausalito. While Storny was my home I had numerous visitors who had either read the books about her or just liked her looks — even Dana Hayden took his son for a visit to see her.

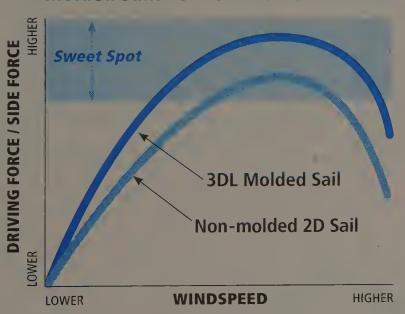
In 1998, I met another love of my life, an Irish lass. Our first date was on Stornoway, and I detected a bit of mutual jealousy between them. Down the road a way, I had decided to marry the Irish lass, and when I had come back from my next trip to Australia, my Stornoway was lying on the bottom of her slip. I was to be wed in less than two weeks, and the cost of the wedding left me without enough money to raise her. So I gave her to a friend, who begged me to let her have Stornoway for the salvage cost. But I would get the right of first refusal if she ever decided to sell her.

Well, later on this friend did sell her, but I was never noti-



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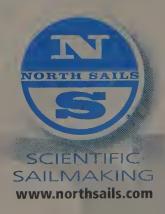
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LETTERS

fied. When I found out through Latitude 38 that (Lady) Stornoway had sunk, and then was cut into pieces, well, I was heartbroken. I'd like to believe that Stornoway sank from a broken heart also because we both loved each other. I can only say that I am sorry for her passing, and that she will remain in my heart and a part of my life forever.

John Barney Greenbrae

John — We suppose that the moral of your bittersweet story is that you should never take the things you love for granted.

"In the heat of Sausalito?" That may be the first time those words have been used in that combination before.

↑↓THE WINDS OF MEXICO AND THE CARIBBEAN

In December of '89, when crossing from Cabo San Lucas to Puerto Vallarta, we had 16 hours of sustained 30-knot winds with gusts to 40 knots. It was on the nose too, as the storm had come across from the Caribbean. We know this happens all the time in the Gulf of Tehuantepec, but it is a very rare occurrence up in the wide part of Mexico.

Then in the summer of '90, we were anchored in Las Cocinas, north of San Carlos, when we were surprised by a squall that had winds of over 50 knots for 10 minutes and one gust of 67 knots. It was scary! We had always said that in the case of a hurricane, we would stay on our boat. But those 10 minutes changed our minds on that score.

I don't think we ever had winds that strong in the 12 years we spent in the Caribbean. We had days on end of 25 to 30 knots, but we don't remember anything higher than that. At least not as scary.

George & Brenda Milum Avatar, Mull Custom 45 Cutter Curação / Squaw Valley

George and Brenda — We couldn't have been more surprised if you told us that San Diego Bay was very windy com-

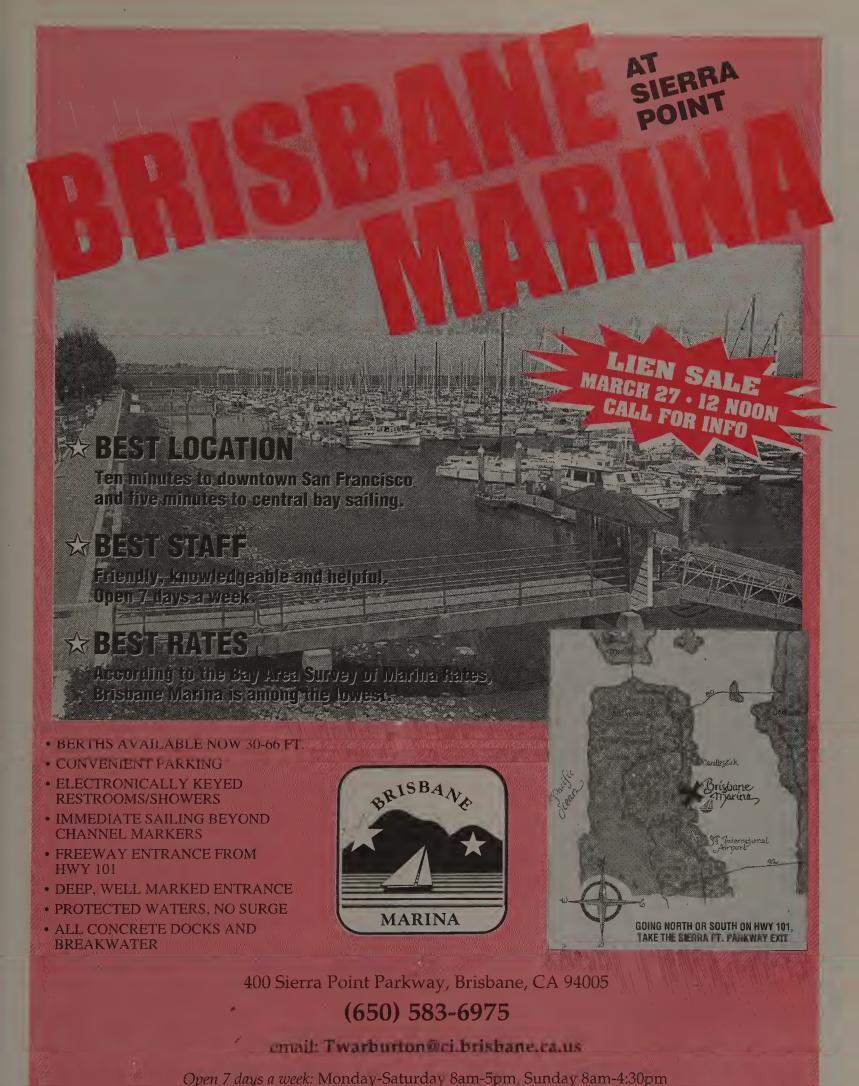
pared to San Francisco Bay.

It certainly can blow in Mexico. Steve and Linda Dashew told us the most — or at least scariest — wind they ever had was not far from Cedros Island. Our friend Rudi almost had to abandon his new-to-him 65-ft Encore — which in all fairness wasn't in good shape at the time — because of huge seas and strong winds between Puerto Vallarta and Cabo. And some folks who did a circumnavigation on a DownEast 45 told us the worst seas they ever had were between Cabo and Puerto Vallarta. So yeah, it's best to be ready for anything.

Of course, isolated extremes can be deceiving. A lot of people in the Bay Area can remember when it blew over 100 knots here and nearly tore Pelican Yacht Harbor apart. And there was the year it was so windy they had to close the Golden Gate and San Rafael bridges several times in the same week.

Frankly, we're surprised that you don't remember any wind greater than 30 knots in the Caribbean. We've had winds in excess of 30 knots in the Caribbean at least a dozen times since Christmas. In fact, for most of early February the standard French Meteo forecast for the Leewards was "25 to 30 knots with gusts to 40 knots in the squalls." And there were quite a few squalls. In early January, Ticonderoga Tom told us how sorry he felt for all the crews on boats coming back to St. Martin after Christmas in the British Virgins. "They tell me it's been blowing a steady 40 knots true all night in the Sombrero Passage."

When we had Big O in the Caribbean a number of winters ago, we remember having over 60 knots of wind at the Colombie



March, 2004 • Latitude 38 • Page 63



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LETTERS.

anchorage in St. Barth, and having to use the engine to sometimes take the strain off the anchor. Then, after a couple of weeks of the standard 25 to 30 knots, we had over 50 knots off Bequia. People have different experiences, of course, but of the 10 strongest winds we've ever been in, we'd say that five of them were in the Caribbean.

When you talk about the Caribbean, you also have to remember the waters along the north coast of Colombia, which is notorious for strong winds. They don't call it Cabo Velo for nothing. When Capt. Jim Drake tried to take Big O east from



French sailing legend Luc Poupon limps home after dismasting in this year's St. Barth New Years' Eve Race/Parade, where the wind peaked at 37 knots. Cartagena one February, he was turned back twice by winds of 45 knots. The Dashews also had to turn back with their 79-foot Beowulf, and claimed that rounding Point Conception was easy by comparison. A little closer to

Panama, our former captain Antonio pitchpoled his Cheoy Lee ketch, which tossed him overboard, snapped both his masts, and nearly caused his boat to sink.

If we had to rate Mexico and the Caribbean on the strength of average winds as well as the extreme winds, we'd give Mexico a 3 and the Caribbean a 7. That's our honest opinion based on our rather extensive experience in both ar eas. If other people have spent a lot of time in both Mexico and the Caribbean, we'd like to hear their opinions, too.

↑USEAWORTHINESS OF A HUNTER 290

My wife and I plan to move our three-year-old Hunter 290 *Windsong* from Lake Tahoe to Ventura. And beginning this summer, we'd like to start doing some extensive cruising, from Costa Rica in the south to Victoria, B.C., in the north.

In anticipation of that trip, we plan to install a Raymarine SL70RC radar, a Garmin CP150C GPS/chartplotter, a masthead tricolor light, along with a Simrad Wheel Pilot. We also have a handheld Garmin 72 GPS.

My sailing skills are solid, but almost all our experience is on inland lakes and San Francisco Bay. I have completed basic through advanced ASA courses, the Starpath Coastal Navigation course, and have been part of a crew sailing an Amel 53 from Rhode Island to Bermuda.

From reading Don and Reanne Douglas's great book, *Exploring the Pacific Coast*, it sounds as though our trip is possible — even in our 29-foot CE Class B *Windsong*. However, I continue to have questions as to the overall seaworthiness of a Hunter 290. Your 'second opinion', would therefore be appreciated.

If you believe that our boat is sturdy enough for a 2,000-mile journey, 3 to 15 miles offshore, with no more than six to eight overnight passages, your ideas on how we can better prepare her and us for the trip will be appreciated.

Harry Gordon Windsong, Hunter 290 Lake Tahoe

Harry — We've got a much better plan. Based on the premise that it's easier and safer to sail downwind rather than up-



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wind, particularly on a 29-foot boat, and particularly along the West Coast of North America, we suggest you ship your boat from Tahoe to Victoria, B.C., rather than to Ventura. It's mostly downwind from Victoria to Costa Rica, and upwind the other way around.

Secondly, your concept of sailing "3 to 15 miles offshore," is unrealistic. For one thing, on a trip between Victoria and Costa Rica, you would, by necessity, often find yourself much more than 15 miles offshore. For example, how else would you get

from Cabo to mainland Mexico?

We hope that you're not operating under the illusion that you'd be safer three miles from shore than 100 miles from shore. Almost all experienced offshore sailors will tell you that the greatest dangers at sea are when you are close to shore, not in the middle of the ocean. After all, that's where you'll find the greatest concentration of vessel traffic, where navigation is more tricky, and where there's a hard shore that has been the death of tens of thousands of vessels throughout history. If you wouldn't be comfortable with your boat and sailing skills 500 miles from shore, you really shouldn't feel comfortable with your boat just three miles from shore.

We don't have any opinion on whether a Hunter 290 is suitable for such a passage because we don't have any experience with that boat. But we'd try to learn more about it by contacting Hunter and asking them if the boat was designed and built for that kind of sailing. Make sure they are familiar with the weather off the coast of the Pacific Northwest, which

can be ferocious, even in the middle of summer.

The biggest change you and your wife will have to become accustomed to is sailing in open, as opposed to protected waters. Depending on where you are sailing, it can be a very big

difference, and it takes some getting used to.

Our ultimate recommendation? Ship the boat to Ventura as you originally planned, and see how you and your boat do cruising the Channel Islands, the Santa Barbara Channel, and a couple of times around Point Conception. If you do that, you'll learn more through personal experience than anybody could tell you. Good luck!

ÎUHAVING TROUBLE FINDING FEMALE CREW

I went to the Latitude Crew List Parties last year, but didn't find anyone. Of course, I was sailing north, and not that many people want to go upwind to where it's cold. This year I'm heading south.

My boat is a Nassau 34, which is a heavy displacement double-ender that was built in Taiwan in '85. The only information I have on the boat mentions that she was designed by G. H. Stadel III in 1980. I'd like to know more about my boat to be sure she's strong enough and well-suited for the kind of sailing I'd like to do.

I can sail my boat singlehanded, but company would be nice — particularly if the person has cooking skills. Cooking is one of the things my mother never taught me - or even my sister. It would also be nice if the crew were female. The more offshore experience she had the better, but it's not required. But if a female crew could teach me more about sailing, I'd be

By the way, your Racing Crew List is published in time to get race crew, but the Cruising Crew List comes out too late for cruisers and crew to get to know each other before a long trip. It would be nice to find out if your crew had just escaped from prison or the crazy farm two days before joining your boat for a three-week sail. Getting the Cruising Crew List out earlier would be nice for those of us wanting to beat the crowd heading south. I guess I'll have to dig out last year's Crew



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LETTERS

List.

By the way, Pocketmail is great. I use mine all the time, and it's how I sent you this email. All right, I'm too cheap to get a cell phone.

John Hill Amazing Grace, Nassau 34 San Francisco Bay

John — If you're having trouble figuring out why you might be having trouble finding female crew, here are a few things to consider. First, you admit to being unsure if your boat is up to the task. Second, you say it would be nice if your crew helped teach you how to sail your boat. And third, you blame your mother for your not knowing how to cook. The first two give women reason to not have confidence in you and your boat, and, the third gives them reason to believe that you're lazy. After all, there are plenty of orphans who have managed to become good cooks.

It would do you wonders to follow the example of Roy Wessbecher, one of our favorite cruisers ever. Roy was a novice sailor when he bought a basic Columbia 34 MK II and decided to sail her around the world. Since he wasn't sure of his own sailing skills or his boat at the beginning, he didn't think it would be fair to bring anyone along and possibly risk their well-being. So he singlehanded to Australia. By the time he got there, he'd developed enough confidence in his skills and his boat to think it was safe to bring someone else along. It's not surprising that a guy who put the needs and safety of others before his own was able to attract 17 different women to join him, some for several legs, during the last four years of his trip around the world. The moral of Wessbecher's success is that once you've got your act together, women crew usually aren't that hard to find.

As for the Crew Lists and Parties, they were designed to be held at the beginning of the sailing season, which is when people tend to look for crew. Most people don't take off on longer trips until the summer or the fall. Heading south "early" doesn't make much sense, because if by south you mean Southern California, it's not warm down there until after the 'June Gloom', and if you mean Mexico, you'd be sailing into an active hurricane zone. We believe the spring and fall Crew List Parties are held at appropriate times.

One of our friends from cruising Mexico two years ago plans on taking off cruising again this fall, maybe indefinitely. As such, he's been using last year's Crew List, and has interviews with women set up for all week. He had glowing things to say about last year's Mexico-only Crew List, which is six months old. Imagine who might be in the list coming out this October?

So good luck to you and everyone else who is looking for crew or to crew. Remember, the spring Crew List Party will be at the Golden Gate YC on the San Francisco Marina from 6 to 9 p.m. on April 7.

ÎUACTIVE OR PASSIVE SONAR?

I wonder if the differing opinions from submariners as to whether or not submarines can detect sailboats under sail is not based in a confusion between two different kinds of sonars. The active sonar is roughly like our echo-sounders, emitting a series of bursts that bounce back on any target. The passive sonar listens to any noises that reach its hydrophones, and finds their bearing as well as the nature of the sound. They have a database of the 'signature' of a large number of vessels. In order not to be detected, submarines try to have propellers that are as quiet as possible, and normally

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only use the passive sonar. In these situations, sailboats under sail are mighty difficult to hear.

Following a number of incidents between submarines and sailboats on the west coast of Scotland, the Royal Navy advised sailboats in that area to keep their echo-sounders permanently on so that subs could detect them rather then skewer them with their periscopes.

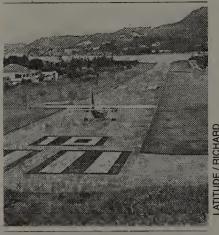
P.S. The discussions in the *Letters* section are always fun to read.

John Somerhausen New York

ÎURUNWAY AT ST. MARTIN?

Are you sure the photo you ran of the runway in the January 26 'Lectronic is not the one at St. Martin / Sint Maarten? It looks much too long to be the one on St. Barth. And there's

too much water to the left, right, and in the distance. Tony Cabot Squantum, MA



You can tell this is the little airport at St. Barth because a 747 couldn't set down on such a short runway.

Tony — Yes, that photo is of the runway at Maho Bay on the Dutch side of Sint Maarten. If you read the copy again, we think you'll see that's the one we were referring to. It would have been clearer, however, had we said that the mussels for St. Barths first land on Sint Maarten, and then are quickly shipped over to St. Barth for consumption.

↑ THE LOSS OF STEVE BROWN AND RELATED ISSUES

The November '03 issue of *Latitude* reported the discovery, months before, of Steve Brown's Nor'West 38 *Southbound* in the Pacific between Hawaii and the mainland with him not aboard. It wasn't until I read more about the incident in the December issue that I realized it was the same Steve Brown that I'd known while sailing down the coast of Africa.

I'm confused by the suggestion in the November issue that a suicide note had been found on the boat. I remember Steve, very much the do-it-yourself kind of guy, toiled for weeks sanding the hull of his boat between coats of paint while in Durban. I'm not qualified to appraise anyone's state of mind, but I doubt anyone contemplating suicide would have worked so hard to improve his boat. Something may have happened in the year since I'd seen him to diminish his desire to live, but he seemed all right in Durban.

If a note was indeed found on Southbound, I apologize in advance for my speculation, but there are things that suggest to me, a veteran singlehander, that a sudden squall may have caught him unprepared, with the result he went overboard. Things like the hanked-on jib being stowed on the foredeck, and the mainsail being torn. One of the biggest downsides to singlehanding is that you have to sleep sometime, and fatigue can be a killer. I've underestimated squalls on a few occasions, and even though I'd reefed down in advance, I should have reefed even further. Once I realized my error, my first and fastest productive response was to let the jib halyard go, then try to deal with the main after the boat was back on her feet.

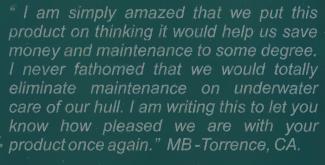
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Squalls are usually short-lived, but on one occasion I rode what I thought to be a squall for 24 hours, doing five knots under bare poles. In that instance, the approaching 'squall' produced a moderate breeze going my way, so I decided to use it to my advantage. I only had a working jib up, but when the real wind hit, it took only moments for *Armino*, my Nor' Sea 27, to attain warp speed. When such conditions prevail for some time, I believe that heaving-to is appropriate. So going forward to gather the jib would be the next step. And because you have to go forward and come aft in rough weather, it's always a hazardous step.

The picture of *Southbound* shows the Monitor steering vane was not in use and the mainsail was up. Steve was possibly hove-to. If underway, he could have been hand steering, or if he had an autopilot, that might have been on. In any event, cruisers rarely sail under mainsail alone. Others, particularly on large boats with big foresails, will douse the main and just use the headsail when sailing off the wind. The torn main and position of the boom suggest to me that Steve may have been trying to deal with dropping the main when he went over.

I only speculate on what might have gone wrong to help others learn from tragedies such as his. I hope my observations as a singlehander, commenting on the possibilities leading to the loss of a fellow singlehander, may be useful in helping others to avoid the same fate. As I look at Steve's photo again in *Latitude*, I feel a sense of personal loss, and will always wonder what actually happened.

The last time I saw Steve, we were in Mossel Bay, South Africa. I'd first met him up the coast at Durban. We occasionally talked about the advantages of different sized boats and other issues related to solo sailing. As a 50-something solo sailor, I appreciate the ease with which I can handle my Nor' Sea 27 *Armido*, as well as the relatively low cost of maintenance, low fees on rare occasions I pull into a marina, and when appropriate, relatively low customs and immigration fees. Because my Nor'Sea's well-found and more comfortable, I think she's better suited for safe ocean passagemaking when compared to most other boats her size.

I have to admit that Steve, and most other singlehanded sailors that I've met, favor boats such as Southbound, which have a longer waterline and are therefore typically faster. That means quicker passages and less chance of getting caught offshore in bad weather, so waterline can be a big plus. I think my Nor'Sea would be the perfect solo offshore boat were she faster . . . and if she had more space to attract potential crew.

Yes, potential crew can be fickle, as in here today, gone tomorrow. It's not enough reason to own a big boat, but I have lost potential crew after they dragged their expert friends down to see the boat they were going to sail on. The classic reaction from their friends was, "Ya gonna go on the ocean in that little boat!?" Consequently I'd end up with no crew.

Yet there are the owners of large boats I've met along the way who said they wished they had a smaller boat like my Nor'Sea. There are a lot of solo sailors out here, particularly in the Caribbean, on boats larger than 36 feet — which is what I believe to be the marginally safe upper length limit for singlehanding. These sailors won't know whether or not their boat is too big for them to handle until the shit hits the fan. They'll probably be all right as long as they stay in the Caribbean and don't encounter big wind and wave combinations. The biggest challenge here in the Caribbean is the potentially strong wind. Fortunately, with the exception of a knockdown with the hatches open, it's the waves that usually get you,

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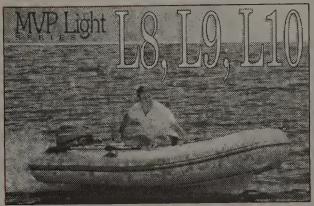
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LETTERS

not the wind.

Considering the magnitude of Steve's sailing experience, I'm certain that he knew his boat — which I believe was a 36footer - and was able to handle her in unfavorable conditions. He was obviously a capable, experienced, and prudent sailor. I observed him thoroughly analyzing developing weather when planning a departure along the notoriously dangerous southeast coast of Africa. While three other boats and I remained in Mossel Bay an additional three or four days awaiting our idea of a favorable weather window, Steve set sail for Cape Town right away, based upon his assessment of an approaching front, and his confidence that his boat was fast enough to make the next safe haven before the strong southerly wind and waves hit. He obviously made it, and was apparently able to catch the next favorable window to leave Cape Town for the sail up the Atlantic, because he was gone by the time I arrived. I originally planned to leave Cape Town in January, but largely due to small weather windows and the slower speed of Armido, I prudently delayed my departures between ports. So I didn't leave Cape Town until March of '03.

After my experience rounding the South African coast, l can't resist the temptation to comment on recent discussions in Latitude about the value of so-called weather gurus and the forecasts they make for the benefit of others. I believe nothing should be done to discourage anyone from trying to help other sailors evaluate the weather. Trashing them in a public forum is uncouth and potentially destructive in ways vou'd never imagine — even if they are amateurish or often wrong. Volunteer weather reports are only one potentially useful tool when deciding whether or not to set sail. It is up to the individual sailor to make their own assessments based on information from multiple sources — including simply observing local conditions. I've met too many 'greater-than-thou' cruisers quick to criticize others over the last four years, and the cruising community would be better off without them. In the final analysis, the buck stops with each of us.

I relied heavily upon recognized Durban weather 'experts' for advice. We all had access to the same weather information, and between them and myself, we got it wrong three times. The first time the wind didn't develop from the southeast "later today" like it was supposed to. So while I slept to recover from my first aborted attempt to fetch Port Elizabeth, cruisers left on the predicted southeasterly the following day. My next two attempts were aborted due to coastal lows, which don't always show up on the weatherfax. I finally got away successfully by leaving at the same time as Mimi, a very competent female South African delivery skipper who was sailing a cat to Cape Town.

We cruiser-type solo sailors have a respect and appreciation for one another, a kind of quiet camaraderie. I often wonder about those I've met along the way. I know Steve's mother was apparently very ill, and he seemed to be in a rush. So he may have been returning to California in 'high gear' in order to see her. He covered a lot of ground quickly after he left South Africa, while I sat out hurricane season in Trinidad. Was Steve sailing to Hawaii after going to California, or was he going to California via Hawaii on the offshore route to California from Panama?

I enjoyed Steve's company, and his typically unique singlehander qualities. For example, he'd just get up and leave in the middle of a conversation. No 'see ya later' or anything. That was just Steve — as I had to tell one sailor who thought he'd left because he'd offended him in some way.

After reading in *Latitude* about 87-year-old Harry Heckel's sailing life, including his two times around the world, I don't



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Tony Gooch from Victoria, BC, Canada, recently returned from sailing 25,000 miles solo, nonstop around the world in his 44-

ft aluminum cutter Taonui. "Thanks Scanmar, for making such a reliable piece of equipment. Our Monitor has been on the boat for 110,000 miles including two circumnavigations via the Southern Ocean. It has kept a steady course in winds from 5 to 50 knots without complaint and with very little maintenance." — Tony Gooch

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LETTERS

feel as though my unplanned sailing adventure spanning the last fours years amounts to much. But if you ever begin to compile a record of Nor'Sea owners who have sailed from San Diego to Mexico, the Marquesas, the Tuamotus, the Society Islands, the Cook Islands, Palmerston Atoll, Niue, Tonga, Fiji, New Caledonia, Australia, Bali, Malaysia/Singapore, Thailand, the Maldives, the Chagos, Mayotte, Madagascar, South Africa, St. Helena, Fernandez de Norona (Brazil), Fortaleza (Brazil), French Guyana, Devil's Island (French Guyana), and Trinidad — and points in between — to the U.S. Virgin Islands, please put me down. I've encountered others, but lost contact and don't know where they ended up.

While I was in Durban, I told another American singlehander that I'd probably trailer *Armido* from Brownsville, Texas, to San Diego. 'Then you won't be completing your cir-

cumnavigation," he said.

"So what," I responded, "I never planned to leave Mexico,

let alone do a circumnavigation."

Now, as back then, I don't see the point in beating my brains out — at no small expense — going through the Panama Canal and doing the Baja Bash back to California just to join the list of people who've completed a circumnavigation. My next destination — unless something happens to prevent it — is to fetch France to do the inland canals. Or else the Med, primarily to visit Italy, Greece and maybe the Balkans. But I'm never really sure. I may go around 'almost' again.

Bob Lorenzi Armido, Nor'Sea 27 San Diego / St. Thomas, U.S. Virgins

Bob — Steve did complete his second circumnavigation. He was lost while sailing from San Diego to Morro Bay. His last log entry was made on July 8. On July 28, a ship spotted Southbound 800 miles off the coast of California, and Steve was not aboard. As a result of some bungling, the Coast Guard wrongly reported that he had no next of kin. In addition, there was a report, now considered to be the result of misconstruing some evidence, that he committed suicide. His family firmly believe that was not the case, and apparently there is no strong evidence to support such speculation. Stephen Brown was 54 when he went missing.

It's funny how ohviously experienced sailors can see things so differently. Elsewhere in this issue there's an interview with Jim Greene, who has circumnavigated three times. In our interview, Greene repeatedly stated that the southeast coast of South Africa was "one of the safest places in the world you could sail" because the weather reports were so good. We don't think most sailors would agree with him on that, but how do you argue with a guy who has done three circumnavigations in a wooden boat that is now 50 years old and wasn't designed for offshore use?

↑\UBARS OF GOLD IN SAN PABLO BAY?

Here's an interesting story from the past. Captain Alexander Beattie, my late uncle, was one of the last sailing ship skippers on the Pacific Coast. Born in a little coastal town in Scotland, he went to sea when he was 12 years old.

He first came to the Bay Area aboard a British grain ship in about 1885. The ship loaded in Port Costa. When departure time came, he and a buddy decided they couldn't stand another voyage with the mean skipper, so they jumped ship. This was a serious offense, as under British law, they were indentured seamen and could be jailed.

While they were still in the area, the night watchman in the nearby Selby Smelter decided to take 'early retirement'.

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LETTERS

So one night he loaded a skiff with bars of gold and took off across San Pablo Bay. Alas, the wind picked up and the skiff flipped over. He was rescued, but they dragged the Bay for weeks and never recovered the gold.

Perhaps some of your readers may have heard of this story

also. Is it true or just an old sailor's yarn?

Rob Descombes Alameda

Rob — What makes us skeptical of the story is the notion that Selby Smelter would leave bars of gold just laying around where the night watchman could walk off with them. It doesn't have the ring of truth, does it?

↑UI NEED TO KNOW WHEN TO PUT IN FOR VACATION

I'm thinking of participating in 2004's Baja Ha-Ha rally. In order to make it happen for me, I need to put in for vacation early in the year — like now. Any chance you could send me the 'important dates' for this year's event?

G. Frank Nin Grass Valley, CA

G. Frank — Lauren Spindler and the folks at the Ha-Ha remain in hibernation until May 1, but we can tell you that the event will start on October 25 in San Diego, and will finish on November 6 in Cabo San Lucas.

For folks interested in the Ha-Ha, there's a big article in the February 2004 edition of Sail. It was written by Kimball Livingston, their West Coast Editor, who sailed aboard the SC 52 Impulse. The article was well written and, we're happy to say, quite complimentary.

↑ WHAT DO YOU MEAN 10?

I notice that you referred to last year's Baja Ha-Ha as being the 10th. In the 1980s, I twice sailed down to and back from what I thought were Baja Ha-Ha's. Were they called something else back the? I'm curious as to what I might be missing.

Russ Jones Cyberspace

Russ — It is a little confusing. Back in 1982, the Wanderer dreamed up the notion of a Sea of Cortez version of Antigua Sailing Week. We called it Sea of Cortez Sailing Week, but when we made the T-shirts, we nicknamed it the 'Baja Ha-Ha'. As you no doubt recall, it started in La Paz, but most of the fun



If you don't remember these girls, you weren't there for one of the early Baja Ha-Ha's.

racing and beach activities took place Caleta Partida. After about five years, some people — we can't remember if they were cruisers or locals grumbled that the Baia

Ha-Ha was somehow an offensive name. We had no idea what they meant by that, but stopped using it. Sea of Cortez Sailing Week was extremely popular during the first five to seven years. After that, it was often on life support, and finally passed away

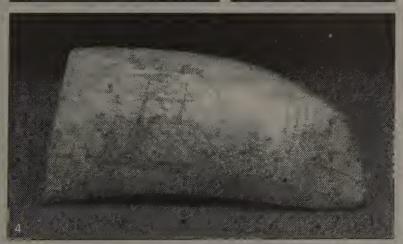
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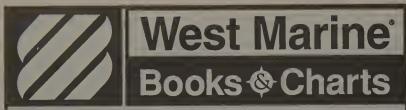
3 A fine scale model of the America's Cup yacht 'Defender,' 41 x 45 x 15in.

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4 A rare Frederick Myrick 'Susan's' whale tooth scrimshaw, American, dated 1829.

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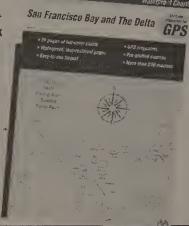
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LETTERS

last spring. We were sad to see it go.

In 1994, when the Wanderer founded the now-quite-famous cruisers' rally from San Diego to Cabo San Lucas, he revived the Baja Ha-Ha name. There haven't been any complaints.

The Wanderer loves starting sailing events in Mexico, particularly ones where cruisers can have a great time while raising money for good causes. Can you name three others, all of which are still ongoing?

↑ WANTS TO LEARN MORE ABOUT THE KUNA LANGUAGE

While reading a 2001 issue of *Latitude*, I came across an article by, as I remember, Fred Evans and Diana Redwing, that really intrigued me. It was about their visit to the San Blas Islands of Panama, and mentioned that Diana had developed an extensive knowledge of the Kuna Indian language. I too, visited the Kuna, and have my own such volume. I would be very interested in exchanging information, but I have no way to contact these people. I'm leaving my email address in the hope you can forward it to them with my request. It's very difficult to find anything written about the Kuna language, so such an exchange could be helpful to both parties.

Louis Kuykendall elklou@aol.com

Louis — We no longer have their address, but perhaps Diana will read your letter and contact you.

NUMAKE THEM REIMBURSE THE COST OF RESCUE

When reading Kirby Gale's January account of the botched kayak trip in which he and his daughter Elisabeth had to be rescued, one sentence stood out: "She (Elisabeth) had decided not to wear her life vest that day."

Like the weather didn't look like rain, so it wasn't necessary to carry an umbrella? As a boating writer who has dealt with more than a few Coast Guard Sitreps that involved body bags, I wonder why it is that well-mannered, educated, and reasonable adults, who fasten their seat belts before they start their car, put a helmet on before they go biking, and strap a parachute on their back before they jump out of planes, seem to lose their smarts the moment they plant their butt in a boat?

I don't suggest that Michael Moore should do a documentary about the lack of common sense in the Western civilization, but I'm beginning to think that it would save lives if people who had to be rescued because of their own negligence would have to reimburse the agency that rescues them. At least it might remind these people to bring common sense—along with their energy bars and Gatorade—to the launch ramp.

Dieter Loibner Oakland

Dieter — We think you're on to a way to get our state and federal governments out of their fiscal sinkholes. Let's slap reimbursement charges on parents who don't avail their children of free vaccinations and health care; on pot smokers who move on to coke and crack; on kids who don't pay attention while in class; on poor people who piss money away on lottery tickets instead of food; on state legislators who allow poor people to piss their food money away on lottery tickets — and on and on and on and on.

Shakespeare was correct when he wrote, "What fools we mortals be." We know, because we're one of the biggest of all. We rarely have trouble knowing which is the right thing to do, it's actually doing it that has proved so difficult.





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LETTERS

1 THE POTATO CURE FOR SEASICKNESS

As some of you know, after many years of cruising in the Pacific aboard our Alameda-based Yamaha 33 Goodfellow, Foster developed some inner ear problems that affected his balance at sea, so now we're cruising a canal boat on the waterways of Europe. All is well here. Nonetheless, I thought I'd share a remedy with those who suffer from seasickness.

For decades, we traded possible solutions for seasickness with friends old and new. Oral drugs, skin patches, ginger concoctions, accupressure wrist bands — we've tried them all. Now a new one, the Potato Cure, has come to light. The remedy was passed on to me by Capt. van den Reek, an old Dutch skipper, and is so simple that it probably works. Van den Reek swears it worked for him while he navigated his passenger ship in the rough waters of Holland's big lakes. And don't laugh, the wind raises swell and chop on these lakes that is as uncomfortable as anything the oceans can churn up.

Anyway, the captain said his solution was to drill a hole in a potato, thread it onto a small lanyard, and wear it around his neck. Since he could smell 'mother earth', it supposedly psychologically prevented him from getting seasick. Captain van den Reek didn't really need the potato, but his passengers, one by one, would say 'why not', and give it a try. And, by jove, they found that it worked! Besides, once the cruise is over, you could make potato soup or Mr. Potato Heads.

Sally Andrew & Foster Goodfellow Bateau du Canal Roanne, France

11 THE NEXT BEST THING TO BEING IN THE CARIBBEAN

I just wanted to let you know that I have loved the updates on *Profligate*'s progress and the reports of what's going on in he Caribbean. I love reading both the print and *'Lectronic* versions of *Latitude* because they are real stories about real people, places and experiences that happen while sailing.

Your updates about sailing around St. Barths are a perfect example of what sailing is about. I hope you continue to write them frequently, and post them with lots of photos. For those of us for whom sailing is not just sport, but a passion, it allows us to meet other interesting people and visit exciting places. Your updates are the next best things to being there.

My fiancée and I met six years ago in St. Martin/St. Barths, when she was working as a dive instructor and I was skippering charter boats. We have since moved on and are about to enter graduate school. But seeing the photos and reading the stories make us want to drop everything and return!

We have been kicking around the idea of a bareboat wedding on the beach at Colombie, our favorite spot, and your stories might have just sealed the deal. I don't think it will happen this year as my parents are still cruising in the Med, but maybe next year after they have crossed back to the Caribbean.

Mark Covec Bristol 27, *Magstar* San Francisco (currently in La Paz)

Mark—It's a pleasure to get such positive feedback. Thank you. We particularly like being able to post all the great color photos on Lectronic Latitude, so if any of you readers haven't checked it out, we really think you should. Go to www.latitude38.com, and click on the blinking box.

I just returned to my boat in Turkey after a couple of weeks

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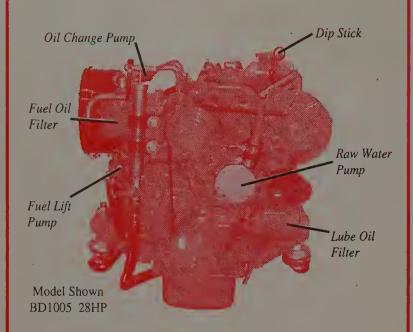
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LETTERS

of touring Brussels, Amsterdam and Paris, and just now caught up on the recent 'Lectronic Latitudes. What a bunch of hooey from the writer who was disenchanted with your Profligate's Progress reports from the Caribbean. I have thoroughly enjoyed vicariously participating in your adventures around St. Barths. The articles provoked fond memories of several Caribbean charter trips I made, as well as my anticipation of cruising there aboard my Knot Yet II, probably in the winter of 2005-2006.

Last year we voyaged from Thailand to Turkey, often in the company of Buddy and Ruth Ellison on the San Francisco-based Hans Christian 48 Annapurna. After arriving in Turkey, we spent nearly three months cruising the Mediterranean and Aegean coasts of Turkey. What absolutely marvelous cruising, although a bit crowded at the height of the chartering season.

My crew and I are flying to Thailand next week for about three months. Our cruising plans for this year include the Eastern Mediterranean Yacht Rally, then Greece, Croatia and Italy. We hope to spend next winter somewhere in Italy so we can'do some more land travel in Europe.

As always, thanks for a great magazine — and especially for the 'Lectronic edition! And congratulations on 25 years!

John Keen

M/Y Knot Yet II, Nordhaven 46 San Francisco / Kemer, Turkey

John — Thanks for the kind words and encouragement. We've never mentioned this before, but among the many reasons we love 'Lectronic is that it gives us the opportunity to publish lots of cruising photos in brilliant color. In order to be able to do that in the print version, we'd have to charge the

ATITUDE / RICHARD

This is a beautiful photo of a bright red-hulled boat sailing on a deep blue sea. If you want to be dazzled by the colors, you have to see it in 'Lectronic Latitude.

normal \$4.95—or whatever most slicks charge these days.

Like you, we're not jealous reading about the fun other people are having on their boats, but get vicarious pleasure. For your example, your reporting that while cruising the Med you can quickly and easily be enjoying the

pleasure of the great cities of Europe. Geez, would we love to be able to do that! Maybe in the summer of '05 or '06. Meanwhile, we'll enjoy the reports from you and others.

↑ WHEN LOSING A RUDDER

Losing your rudder, such as the one lost from Mike Harker's Hunter 466 *Wanderlust* between the Marquesas and Hawaii, is always an ordeal. There is one thing that Mike and his helpers aboard *Only Tomorrow* did not try that I think would have lessened their ordeal considerably. While what I learned when I lost my rudder is too late to help them now, it might be of use to some *Latitude* reader in the future.

While motoring from Hawaii back to California, I picked up a gob of derelict fish net. It hit the rudder very hard, and almost instantly shut the engine down when it tried to make its way through the prop aperture. As a result, the motor

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shifted on its mounts. We corrected that when we got home, but didn't think to check the rudder shaft — which had been cracked just a bit more than halfway through where it entered the hull.

I was sailing hard on the wind the following spring below Abreojos, Mexico, and really had the genoa sheeted in because a buddyboat was taking photos. That's when the other half of the rudder broke. The weather was deteriorating and some American tuna boats that we'd partied with earlier in the winter heard us talking on the radio. They offered to tow me in to port, but I declined. So they anchored and waited to help me when I reached the anchorage. After I arrived, they sent a diver down to check things out, and found my rudder was still standing on the lower gudgeon, so we managed to retrieve that. We found enough pipe and steel plate to fabricate a jury rudder, which we attached to my windvane brackets. That rudder only lasted until a little north of Cedros.

We waited almost two weeks for good weather, but that was a very windy spring. After leaving the island, we got hit again, and bent the pipe on the rudder 90° to the side. The Coast Guard hooked me up with a crab boat being delivered to Seattle. While his slowest speed was too fast to tow us comfortably, we endured the rolling from rail to rail. Eventually, he got us to Punta San Carlos, gave us fuel to fill our tanks, and then he headed on north.

By that time hurricane season was almost upon us, and our insurance company was anxious to get us back to California. We got towing quotes from commercial tug companies, but as usual, they were outrageous.

We finally made contact with Bob Sloan, owner of the schooner Spike Africa. Bob — who died a few years ago, rest his soul — also happened to be one of the best seamen on this ocean. He agreed to come down and get us for \$5,000, and the insurance company jumped at the offer. When Bob arrived, he confirmed that my engine was working, that I had fuel, and my prop was clear. He then said he was only going to guide us, not tow us, as that was preferable as long as I still had power. But we rigged a bridle so he could tow us if necessary.

We set our engine at a good cruising speed, and he went just fast enough to keep the rope tight most of the time. The catenary in the rope dragging through the water seemed to provide some occasional guidance when my boat surged. The only improvement I would make to this system if I had to use it again would be to fix a catenary weight on the tow line, as I believe it would take even better care in the surges. I doubt if Sloan used more than an extra 5 to 10 gallons of fuel towing my boat.

I also believe that Only Tomorrow could have easily guided Mike and Wanderlust under sail, as they had an east wind and a southerly course. They would have still had the beam seas to contend with, but the pulling sails would have steadied them. With Wanderlust pulling her own weight, I also believe she would not have slowed Only Tomorrow down. The worst thing about that method is that a close watch has to be kept of the other boat all the time, which can be tiring. In our case, my wife was my only crew. Fortunately, Bob put one of his crew aboard to help me keep watch.

Now to answer the question as to why I declined the offer from the tuna boat to tow me into the Abreojos anchorage: I did not feel like I needed it. I was only a couple of hours out, and while I do not want to open the argument about the merits of different types of rigs, I have a ketch rig with a clubfooted staysail. I had dropped my genoa and was steering the boat under power by backing the staysail. It required tre-

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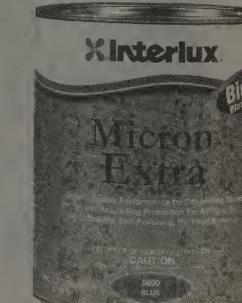
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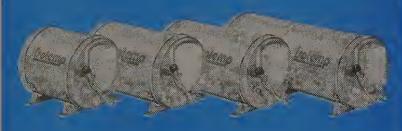




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LETTERS

mendous exertion. I was pumped full of adrenaline when I started, but as I began to tire, the tuna boats had me on their radar, and were shouting for me to head more offshore as I was standing into shallow water. That revived my adrenaline, and we made it in okay. But I was tired for two days afterward. If I had needed to do it for a longer period of time, I would have rigged tackles to control the club.

This all happened in the late '70s — just before the Mexican government claimed rights to all the tuna within 200 miles of their coast. That put the wonderful, big-hearted, funloving tuna fishermen out of business.

Ernie Copp Orient Star, Cheoy Lee Offshore 50 Alamitos Bay Marina, Long Beach

↑UTHE PROBLEM IS PROBABLY ADUANA, NOT DHL

Regarding the 'Lectronic Latitude story about a hearing aid that went missing after being shipped to Mexico via DHL, the problem might not be DHL's as much as Aduana in Guadalajara. The Aduana there is legendary for its ability to intercept, capture and retain interesting items that are being imported into Mexico.

About three years ago, I had to import a diesel engine to Mazatlan. I was given explicit instructions by locals that the pallet should not ever get close to Guadalajara. "Do not put it on a plane that stops in Guadalajara," I was told. "No transplaning, no layovers, no stops, have nothing to do with that place or odds are that you'll never see your motor.

As a result of their advice, I had the engine shipped nonstop to Mazatlan, where it took me less than a week to get it out of customs.

Regarding DHL, I have used them several times while in Mexico and other places in Latin America, and have never had any problem with them. Once my parents had to ship me the key to my car from Chile!

Jay Fraser jayfraser@yahoo.com

Jay — When Richard Booker of the Mystery Cove 39 Crocodile Rock told us about not being able to get his new mast extrusion, we asked if the problem might not be Aduana rather than DHL. For whatever reason, he insisted that DHL was the problem. But given the number of folks who suggest the blame really lies with Aduana, perhaps Booker was mistaken.

↑UDHL AGAIN

With regard to people having bad experiences with DHL in Mexico, I had quite a bit of experience with them while working at Marina Cabo San Lucas.

The good news is that for documents, DHL was by far the best express mail service in Mexico. FedEx would routinely claim to have express mail service to Cabo, but they didn't. It's true they could get a letter to Mexico City overnight, but from there to Cabo San Lucas it must have come by their version of the Pony Express. It was definitely not express mail.

The bad news is that parts were often a problem when they were shipped via DHL. But in fairness, I believe the difficulties were actually with Aduana, rather than DHL. For if the parts came on DHL through La Paz, there wouldn't be a problem. But if they came through Guadalajara, the Aduana people seemed to keep everything they could get their hands on. DHL, however, didn't seem to make much of an attempt to smooth things along, and frequently gave out inaccurate information.

The readers who wrote in complaining about trying for

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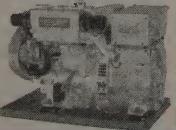
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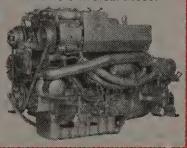


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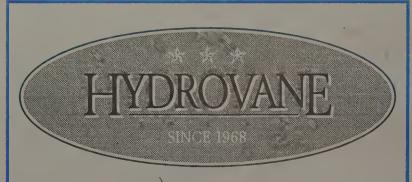
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months to get their hearing aid that was sent via DHL, mentioned endless requests for paperwork and having to fill out mountains of forms. That all rings true with me.

I'd like to share an example of the problems we had with DHL / Aduana in Guadalajara. Remember, Marina Cabo San Lucas is a very well-connected Mexican business doing business in Mexico, so there were no language or cultural misunderstandings. And, we had the best attorneys and accountants at our disposal. In short, we, of all people, should have been able to wend our way through the Aduana maze. But a few years ago, two boxes of marina access cards were accidentally shipped by DHL. It took us the better part of three months to get them out of Aduana in Guadalajara, and only after there had been innumerable ridiculous demands, all of which we complied with. Aduana even wanted an original Certificate of Origin from the manufacturer — but on our stationery! After a great deal of time and expense, we finally got the two small boxes released. But we were charged storage for the time they had been held!

Prior to this, we'd always made sure that only documents, not parts, went via DHL. The aforementioned experience made us even more careful.

Whenever a boater came into the office and cheerfully told us how their parts were being sent by express mail through DHL, I would shudder — and suggest that they pay our monthly rate rather than our daily rate, because the word express was not going to describe the process. If they were lucky, they eventually got the parts, but I cannot tell you how often cruisers simply had to abandon them. I always used to remind people that a round-trip air fare to Southern California might, in the long run, be the cheapest way to get something to Cabo really quickly.

Tim Schaaf Casual Water, Hunter 33 Mexico

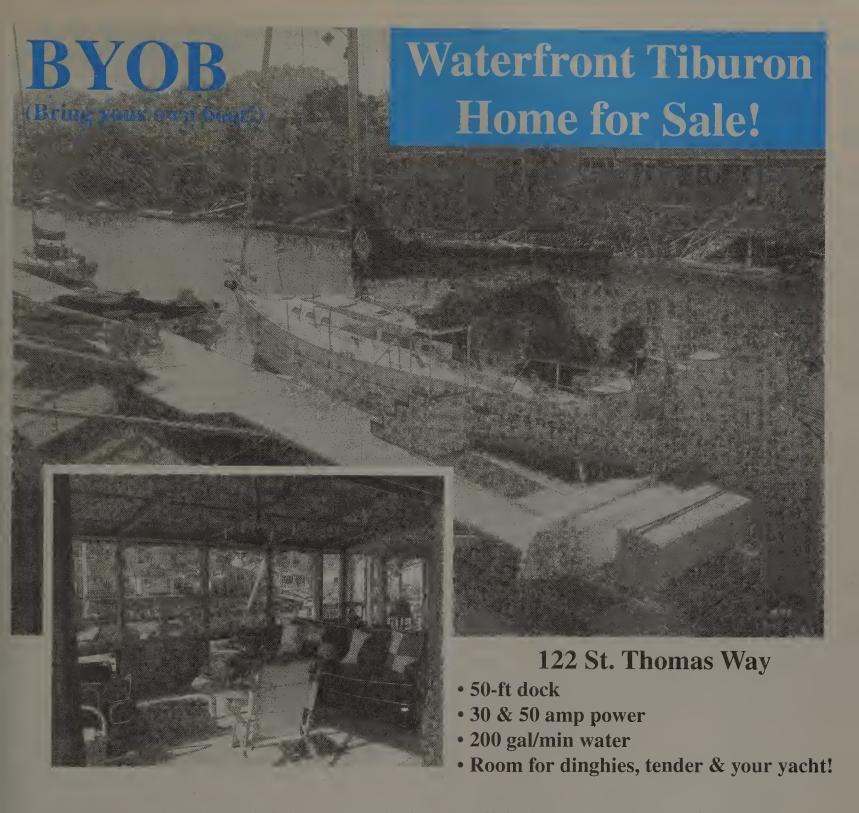
\$\|\]LOOKING FOR CHEAP BOAT LABOR

l've read with keen interest your continuing discussions about cruising inexpensively. It seems that the first objective — after gaining some necessary initial knowledge — is finding the acceptable balance between the bucks you have and the boat you want/need. Unfortunately, finding a cheap boat often means a boat that needs some work. The more work needed, the lower the price.

I've seen a small number of boats that appeared to be real bargains — until I went below. While the outside looked good, the inside looked like the guy's kid used it for his first high school woodshop project. In other cases, the interior was just plain missing. They might have had the required bulkheads, but the rest was crooked $2 \times 4 \text{s}$, nailed plywood to make some seats, a crude bunk, a galley, and maybe a eouple of cabinets. Obviously, boats with crude interiors lead me to be suspicious of them in places I couldn't inspect.

So I had to ask myself, were these boats worthwhile buys? If the boat had the equipment that I wanted — decent sails, windlass, chain and rode with an anchor or three, some electrics and electronics, safety equipment, and a dink with a motor, what would be so bad about an ugly interior, especially if we could get it fixed along the way?

I have travelled about enough to know that many Third World countries may not have our robust economy, but they still have folks who can do decent woodworking. In fact, don't I recall some damn good woodworking coming from places such as Indonesia, Mexico, Nicaragua, and just about anywhere some guy or gal grows up with the desire or need to



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work with the local hardwoods? I once saw this table made by a happy and smiling — but totally uneducated — guy. Living in no more than a hut in Africa, and working without electricity, he built something more beautiful and better fitted than my expert craftsman father could produce in his \$40,000 custom woodworking shop.

Surely there are places in the world where decent boatworking can be found for extremely affordable rates. There still must be Third World countries where the cost of labor hasn't caught up with the quality of work. As a kid, I remember the usual rite of passage was a trip to Tijuana or Ensenada in a '57 Chevy for the \$200 tuck-and-roll interior. We couldn't afford the \$800 stateside job, but the trip to Mexico resulted in both a great adventure and an interior to brag about. Can't the same situation still exist to a degree somewhere with regard to work on boats? I'm sure it can. The problem is where. Where do I find those craftsmen who will still do an acceptable job for \$10 U.S. — per day? Not per hour, seriously, but per day.

I have emailed around, listened to my cruising buddies, and heard all the local rumors. I'm fairly certain such a place exists. Indonesia is a sure best bet because two places I contacted assured me that such a labor rate wasn't difficult to find. In fact, it was sort of the standard starting point. Evidently the rate increases as you want more complex structures, but common work can still be had for that magic figure

But the problems seem to be threefold. First, communication. Unless you speak the language or can provide accurate drawings, you might not get the results that you want. Second, one fellow told me that it's a major headache hoping your workers actually arrive each day and are willing to work. Third, unless you know something about woodworking, you have no assurance that you'll get good work that will stand up over time. In short, such situations may not be the bargain they seem to be on the surface.

Still, for those of us who know about construction and would rather have an adventurous sail to the other side of the earth in a less-than-perfect boat than sit around another, year building a boat interior, this might be just what the vacation counselor ordered. The problem is finding his location. Where is this place? Surely somebody knows and has had his/her boat upgraded there.

As well versed as you *Latitude* folks are about Mexico, can you tell us if you can find a smiling cabinetmaker hiding in a hidden Mexican port? I heard the yard in San Carlos was proficient but also inexpensive. Perhaps they don't operate at the \$10/day rate, but were extremely reasonable nonetheless.

How about Nicaragua or perhaps Panama? Is the Caribbean the place? Maybe even beautiful and inexpensive Bali. How about the good boatbuilding country of Taiwan? Can anybody help?

John Cook Forte San Diego

John—We're confused, because it almost sounds as though your primary interest is not in going cruising, but in taking advantage of extremely low labor rates in some Third World country.

With regard to the latter, we're not sure you'll be able to find it. In the late '80s, we sailed down to Venezuela because we were told it was possible to get great interior woodwork done at ridiculously low prices. The only ridiculous thing was the

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LETTERS

notion that you could get anything other than painting done for much less money than elsewhere in the Caribbean. Sure, it was possible to hire some laborers for a very low hourly rate — but these were guys who didn't know which end of the paint brush the bristles were on, and didn't have the best work ethic either. The few skilled and experienced boatworkers were quickly identified, and were snapped up by either the boatyards or owners of big boats more than happy to pay far above the local prevailing wage. In any event, the good workers quickly realized their worth and began to charge accordingly.

Often times the other side of very low labor rates is dismal productivity. It's often much better to pay an energetic and skilled worker \$20 to finish a job right in one hour than it is to pay even a well-meaning incompetent \$5/hour to do the same job in a day and a half with the assistance of two paid helpers—and then have to redo the job because they screwed it up. Building boat interiors is much more complex than building tables in Africa or carving bowls in the South Pacific. It takes experience and knowledge. It also takes access to the proper materials, including the correct epoxies and paints. Our experience has been that no matter where you go, if there's a good chandlery, boatwork is not cheap.

If you search, we're sure you can find places where you can get boatwork done for less money than in California. The folks on Annapurna, for example, said they got great bargains in Thailand. But we don't think the savings will be as great as you might think. Or, low enough to justify buying a project boat, which can often lead to unforeseen but expensive re-

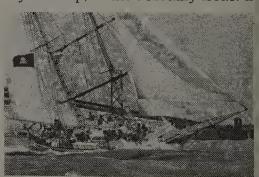
pairs, and months if not years of down time.

Earlier in Letters we mentioned Roy Wessbecher. It's been a few years now, but he bought what was basically a stock Columbia 34 MK II for about \$15,000. Without doing much work on her, he sailed her around the world for the next four or five years. During all that time, he only hauled the boat twice, didn't have any serious breakdowns, and lived on—everything included—something like \$12 a day. If you're really interested in cruising, we highly recommend that you put your energy into finding a boat suitable for that purpose and not have to wonder about where to get great deals on labor to finish a boat interior.

↑URENDEZVOUS WAS BUILT IN '33, NOT '35

I saw Rendezvous, my old ship, in the February issue. If

the new owner is interested in knowing more about the Rendezvous, I can probably help, as I owned her from 1969-79. I sailed Charles Lindberg in 1972. I can be reached at (619) 225-0667. By the way, Rendezvous



was built in '33, not '35, as the Coast Guard said.

Howard Thomas San Diego

↑UIT HAPPENED ON A DOCK AND FOGGY NIGHT

Steve and I met while sailing on Newfound Lake in New Hampshire back in the early '80s. I had a Catalina 22; Steve had an S2 7.9, and he would literally sail circles around me. In 1985 we both moved our boats from the lake to Well Beach, Maine. We both learned our lessons about sailing on the ocean

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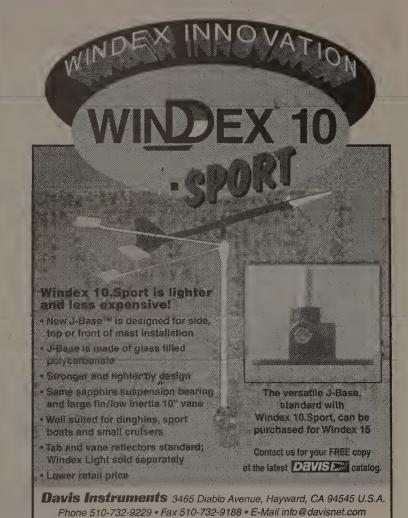
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the hard way. For instance, I didn't even know the tide came in twice a day.

After a few years had passed and my wife and I had learned the ropes, we bought a new Catalina 30. Steve still had his S2, and could still beat me — although not as badly. One day we sailed 30 miles downeast to Richmond Island, arriving in the late afternoon. Steve hailed me on the VHF, saying that he and his buddy Tim were 20 miles behind us but on their way. I told them I'd be monitoring channel 16.

At 10 p.m., Steve called to say that they lost their wind and were motoring into the Saco River, and that the fog had started to roll in. Steve and Tim were near the entrance to the river and could see the glow of street lights. They approached carefully, and found the town dock, where a scruffy old man was fishing for stripers off the dock. Steve asked him if it was okay to tie up for the evening. Fred, the old fisherman, said it wouldn't be a good idea because the lobstermen loaded up with bait there early each morning. But Fred said they were welcome to use his mooring, which was 100 yards up river.

Steve accepted the offer. Tim offered old Fred a beer, and had him come along to his mooring. Everyone relaxed, swapped stories, and continued to drink.

At about 1 a.m. Steve suggested that Tim row old Fred back to the dock. Fred stood up and said, "You got a head in this boat?" Steve showed him the head, but it soon became clear he was taking a dump, not a whizz. When Fred came out of the head, he said, "How do you flush it, the stuff won't go down?" Steve said not to worry, that he'd take care of it. So Tim rowed Fred back to shore.

Steve went into the head and tried to flush the toilet, but it was piled even with the seat with 'stuff', and wouldn't go down. Looking for something to ram it down with, he picked up a flare, and after poking and flushing, managed to flush it down. Steve looked at the flare and decided not to keep it — so he tossed it out of the companionway and into the river. Just then Steve looked up and saw Tim in the companionway, wiping his brow with his hand.

"Did you throw something overboard?" Tim asked.

Jane and I later bought a 1984 Catalina 38, with a hull by S&S, while Steve has moved back to the lake. We're going to miss him.

I really enjoy *Latitude* and read it faithfully — wish we had one like it back East.

Dick Hamor Racing Daylight, Catalina 38 Portsmouth, New Hampshire

Dick — Thanks for the kind words. However, we have to admit we had to read your letter about five times before we 'got' the point of the story. We think the fact that you said Steve used a flare as opposed to a 'pointed object' to get the poop down the head threw us off. We kept waiting for something to light up or catch on fire. Yes, we're slow, but we would have caught the point earlier if you said, "T im wiped his brown brow with his hand."

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, halling port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust Ave., Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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LOOSE LIPS

Eight bells.

The Northern California sailing community lost one of its most stalwart supporters, promoters and old-school gentlemen last month. Ward Cleaveland passed away in his sleep on February 7. He was 95.

Wardwell Cleaveland was born in Montclair, New Jersey in

Wardwell Cleaveland was born in Montclair, New Jersey in December, 1908. As a young adult, he was sailing on Great Lakes ore freighters, acting at the Cleveland and Erie Playhouses, and working as a counselor at his family's summer camp and ranch — all before the age of 25. He moved into the publishing world in 1932 and over the next 40 years worked in sales and circulation for a variety of publishing houses, including 20 years as the Western Regional Circulation director for *Time* Inc., with headquarters in San Francisco.

In 1936 he met and married a nurse, Carolyn. They moved to the Bay Area and set up house in Burlingame where son Peter and daughter Wendy were raised.

In 1962, while working for SEA Magazine, a friend suggested that if he was going to work for a boating publication maybe he ought to join a yacht club. It was thus that he became a charter member of Loch Lomand Yacht Club in San Rafael and began what became a 50 year association with the Pacific Coast yachting community. During that time he was also active with Coyote Point YC in San Mateo, Metropolitan YC in Oakland, Sequoia YC in Redwood City, St. Francis YC in San Francisco and most recently Treasure Island YC.

Not one to sit idly by when there was work to be done, Ward got involved up to his elbows. First with Pacific Inter Club Yacht Association as a delegate, then Board Member and finally two terms of Commodore of PICYA. A champion of women in yachting, Ward opened PICYA's general meetings to women, stimulating the increase of women to higher offices in yacht clubs and other boating organizations in the Bay Area. In 1978 Ward became Commodore of the Pacific Coast Yacht Association, the umbrella organization for all major yacht clubs on the West Coast. He also served as the first President of the statewide legislative advocacy group RBOC — the Recreational Boaters of California.

In 1984 Ward became involved in the project to build an official tallship for the state of California. The result of that effort was the 145-ft topsail schooner *Californian*, which served as an official sail-training ship for scores of elementary and high school students from all over the state. Much of his time in later years was spent raising money to provide scholarships so many students from diverse backgrounds could participate in the adventure of sailing on a tallship and gain valuable experience in teamwork and self-reliance.

A few of the many accolades and awards Ward received were: Man of the Year by the Navy League of San Francisco in 1970, Yachtsman of the Year by PICYA in 1978, and the William Langlais Trophy by the Pacific Coast Yacht Association in 1982 for his outstanding contributions to yachting.

At Ward's request there will be no funeral, but a memorial gathering to celebrate his life is scheduled for Saturday, March 20, 2004, at noon at the St. Francis Yacht Club. Donations in Ward's memory may be made to: The Ward Cleaveland Scholarship Fund at the Golden Gate Tallships Society, P.O. Box 926, Sausalito, CA 94966; Hospice of Contra Costa County, 2051 Harrison St., Concord, CA 94520; or the charity of your choice.

We had many occasions to see Ward at various yacht-related functions over the years, and usually made it a point to sit at his table and catch up. During one such occasion, the subject somehow came up that the city of Cleveland, Ohio,



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LOOSE LIPS

had been named for his family. "Really?" we said. "Then how come there's no 'a' like in your Cleaveland name?" Ward's eyes lit up and crinkled at the edges. "Well, lad, let me tell you. Back in those days, they used wooden type and when they were setting up the presses, somebody dropped the 'a' and broke it. They only had one other 'a' in that type size, so Cleveland it was!"

It was a well-known 'Ward story' to be sure. But delivered with such a combination of good humor and conviction that you couldn't help believe the man. We'll miss him.

First from the West.

The Cruising Club of America has awarded its 2003 Blue Water Medal to Canadian Tony Gooch for his 177-day, 24,340-mile nonstop, singlehanded circumnavigation in his 42-ft aluminum, pilothouse sloop *Taonui*. Departing from his home port of Victoria, British Columbia, on September 28, 2002, Tony and *Taonui* averaged 137 miles per day, arriving back home on March 25, 2003. The attempt — the first ever nonstop, solo circumnavigation from the U.S. West Coast — was conducted under the auspices—of the World Speed Sailing Records Council, which keeps track of offshore sailing records.

San Francisco Marina — an update.

A couple of things have happened since the article about the San Francisco Marina was published in the January *Latitude 38*. And, in a sense, it could be said that the various proposals are moving forward.

The San Francisco Planning Department issued a "Notice of Availability of and Intent to Adopt a Preliminary Mitigated Negative Declaration" for the Marina Renovation Project. It allows members of the Public to review the Department's views on the renovation's "negative impact on the environment." As of this writing, there are three opposition documents on file: the Sierra Club, whose concerns seem fuzzy at best; the Golden Gate National Recreation Area (GGNRA), voicing concern over some of the proposed changes in the East Harbor and how they might affect their future plans for Fort Mason; and the Marina Civic Improvement and Property Owners Association, Inc. We'll have to see how these are dealt with by Rec and Park.

There was also some movement in the berth rent increase situation. Recreation and Park agreed to lower the increase from 40% to 12%, and do away with some of the more objectionable fees they had proposed. It also looks like the increase in transfer fees will be phased in over a five-year period, instead of all at once. This was presented at the February Harbor Tenants Association meeting and was not viewed unfavorably.

The request for funding including the fee increases has to be resubmitted by the new Supervisor for District 2, Ms. Michaela Alioto-Pier. One could assume it would be revised to include the above changes in the fee structure.

I am pleased to report that the January article has been copied and distributed widely among numerous governing bodies and commissions.

bill belmont

How rough was it?

South Beach Harbor Assistant Harbormaster Monterey reports that a new boat just pulled into the marina last month after a long trip up from Mexico. Upon entering the Bay, the fellow first proceded to San Rafael to visit friends, then cruised down to South Beach on February 15. Upon arrival, he said the roughest part of the trip by far was that slog across the Bay from San Rafael!

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winter waves claim another boat — and life

On Wednesday, February 18, a 30-ft sailboat with three aboard was capsized in heavy surf off Ocean Beach. One of the three men aboard was missing and considered lost.

Witnesses on the beach watched as the boat — flying only a jib — reportedly broached, pitchpoled and then rolled over in the 10 to 12-foot waves about 200 yards offshore shortly after 2 p.m. Winds at the time were in the 35-knot range.

The San Francisco Fire Department's Surf Rescue team was first on scene, and helped two of the men swim to shore. Sources conflicted as to whether or not they were wearing lifejackets. The two rescued men were Randy Reid, 47, and Bradley Amos, 45. They told rescuers that a third man, Reid's son, Erik, 23, was "tethered to the boat." All three were Canadians. They had apparently bought the boat, a Newport 30 (which *may* have been named *Bareboat*), in Marina del Rey sometime in January. After spending the night of February 17 in Half Moon Bay, they were bound for San Francisco when the accident occurred. The ultimate destination was their home waters of Victoria, British Columbia.

Amos and the elder Reid were taken to UC Medical Center, where they were treated for mild hypothermia and released the next morning. The search for Erik Reid continued on the beach, in the sea and in the air until after dusk with assets from the Fire Department, Park Police and Coast Guard. The SFFD even set up a hook and ladder fire engine on the beach with a man on top with binoculars. The search was called off shortly after dusk.

Among the debris washed ashore from the wreck was an 8-foot fiberglass dinghy.

Whenever something like this occurs, experienced Northern California sailors can only shake their heads and wonder "What were they thinking being out there in those conditions?" According to more than one report, Randy Reid is an experienced sailor. If so, he was certainly unfamiliar with the approach to San Francisco.

We don't want to come off as bashing anybody in stories like this, especially in light of this one's tragic end. But for those of you who do not know, sailing in the ocean in the immediate vicinity of San Francisco in the winter can be *extremely* dangerous. The South Bar shoal and 'Potato Patch' to the north are infamous for generating large 'sneaker' waves, even on light-air days and even when the seas were flat only minutes before. In 27 years of publishing, we have chronicled dozens of stories of boats lost and people injured in these areas during the winter or early spring. For that reason, we recommend that you do not transit these areas *at all* between November and April. If deliveries must be done, have them done by truck, or wait until summer. Or at the very least, have the boats delivered by professional skippers who know what they're doing and know to stay well offshore and use the ship channel.

Perhaps the most telling part of this tale was brought to our attention a couple of days after the incident. It was an email directing us to the Newport 30 web page. There, on the site's message board on January 14, Randy Reid posted, "I just purchased a '73 Newport (Mk) ll from Marina del Rey. I would like to move it up to San Francisco area, although I am not familiar with the Bay Area. Can anyone suggest a reasonably priced marina to keep my boat?"

There were no responses to this post.

F-27 in the hall of fame

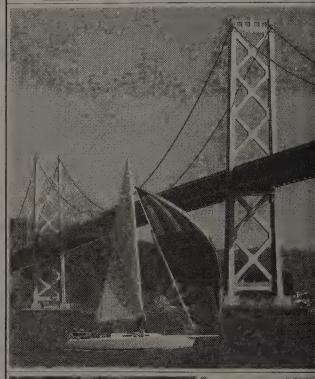
The latest inductee into the American Sailboat Hall of Fame was the Ian Farrier-designed F-27 trimaran. These craft are just as easily spotted off the water as on, thanks to the clever mechanisms that allow them to 'fold their wings' to facilitate easier docking or trailering.

The F-27 traces its root back to Farrier's native Australia, where the continued on outside column of next sightings page

the sea lion

Forget Humphrey. Never mind Thomasina, or Sassy and the lovable mutts of *Incredible Journey*. As of last month, the animal planet has a new wayward hero — Chippie the Sea Lion.

Our story begins one frosty day in early February, when passersby to the l-5 truck stop at Los Banos — 65 miles from the





in winter

ocean as the crow flies — spot a stray dog ambling along the side of the road. Except... that's one *ugly* dog. Wait a minute, that's not a dog. It's a . . . seal?

Well, sea lion to be exact. They're different than seals. One has ears you can see, the other doesn't. But we can never

continued middle of next sightings page

F-27 — cont'd

designer first conceived and patented the folding system. Ten years later, after refining and proving the trailerable trimaran concept, he was approached by Wal-Mart heir John Walton, who was interested in building folding tris for the U.S. market. Farrier was only interested if he had full control of all aspects from production to marketing (in addition to design). Walton agreed to these terms and the Farrier family moved to Chula Vista in 1984. Ian became Vice President of Corsair

continued on outside column of next sightings page





How can you not love an arena where you can sail all year long — and have lovely panoramas to look at while you're doing it? Clockwise from below, 'Tomahawk' struts her stuff off Sausalito; yellow J/105 under the Bay Bridge; heading uptown; gliding past the wilds of Tiburon; (left) winter waves. All photos latitude/jr.





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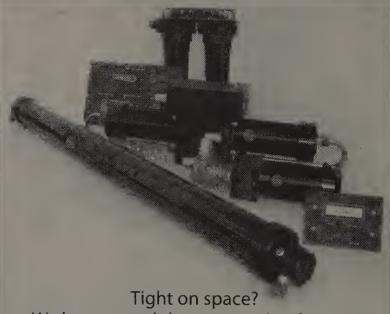
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F-27 — cont'd

Marine and soon set about putting together a production facility for the new boats.

Farrier says he was lucky to have tooling and fiberglass guru Trevor Waterman from the outset of the venture. They were joined a few months later by Mark Robson, Mike Michie and Walton. The first year, all these guys were hands-on as they built the prototype, plugs and molds. Even Walton, one of the wealthiest men in America, was grinding glass with the best of them. He turned out to be a great laminator, too, and was the main instigator of the vacuum bagging system that was developed at Corsair over the next few years. All things considered, "The F-27 could not have had a better start," remembers Farrier.

Superfox, the prototype F-27 was launched in May, 1985. It exceeded everyone's expectations, sailed beautifully from day one, and the final decision was made to go into full production.

A hallmark of the F-27s has always been build quality. Farrier took great pains to insure the boats were built to the highest quality possible, both because they had his name on them and, as he wrote in a brief history of the design, "Multihulls at that time had a somewhat

checkered reputation in the past and it was essential to provide a 'top of the line' boat along with excellent backup that would help overcome any reservations."

The excellent build quality, 'foldability', and sterling performance made for a combination that was hard to beat, literally. F-27s started showing their heels to boats in local races. Significant offshore events included wins in the Australian Multihull Offshore Championships and, closer to home, the doublehanded Pacific Cup and 1990 Singlehanded TransPac. ("While it is nice to know that F-27s are seaworthy enough to cross oceans, it is a little small for this and ocean crossing is not recommended," notes a company disclaimer.)

As word got around and the boats started selling, production doubled, then tripled. In 1989, only the third year of production, hull #100 was delivered. By then, Corsair had not only moved to a bigger facility, they had knocked out a wall and expanded even more.

Farrier left Corsair in 1991 to pursue other projects, including his 'big boat' F-31 trimaran, which was built in Australia. In 1997, after a 12-year model cycle, he came back to Corsair briefly to design and birth the F-28, which is basically a new-and-improved F-27. (It uses the same float, beam and main hull molds, but has a number of key improvements in the rig and overall structure.) In 2000, an F-28 became the first foldable tri to circumnavigate.

"The F-27 put multihulls firmly on the map," notes Farrier. "It proved that it was possible to build a quality multihull that had both room and performance, for an affordable price." With good used ones going for \$45-50,000, they still represent an excellent value.

The American Sailboat Hall of Fame was conceived in 1994 to honor exemplary American production boats and their builders. Only 12 boats — including such varied designs as the Laser, MacGregor 25, Cal 40 and Valiant 40 — have been selected for induction since then. Half-models of ASHF winners are on display at the Museum of Yachting in Newport, Rhode Island. Also inducted into the Hall of Fame this year was the Sonar, a Bruce Kirby-designed 23-footer built in Maine.

The local Bay Area F-27 fleet started in 2000 and currently boasts 12 active boats (of about 30 total F-27s in the Bay.) For more information, check out their website at www.geocities.com/sff27class/home.html. For more on Corsair Marine and their entire line of folding trimarans—including the F-24, F-28, F-31 and new F-36—log onto www.corsairmarine.com

chippie

remember which is which. Anyway, who do you call when you see a seal — we mean sea lion — walking along the road in the middle of nowhere? The Coast Guard? In the end, the California Highway Patrol gets the nod to investigate.

Yup. Sea lion. So the CHP officer pulls up and parks right next to the sea lion, the idea being to keep him from wandering onto the road and turning a potential heartwarming Disney smash hit into just a smash. As soon as the car stops, the big animal — who turns out to weigh more than 300 pounds — rears back, hops up on the trunk, and nods out for a nap.

The officer calls for a little backup. It takes about five minutes for the assembled 'chippies' to name the sea lion.



— cont'd

And the legend of Chippie was born. Animal control eventually arrived at the scene of the crime and loaded Chippie up for a trip back toward the coast. Upon arrival at the Marine Mammal Center in Sausalito, Chippie was found to have a bullet lodged in his head. That was a shock to everyone but staff veterinarians — nearly one out of every 10 sea lions that arrive at the center has a gunshot wound, most to the head.

The general feeling of the MMC experts was that, somehow, the bullet threw Chippie's sense of direction off, causing him to swim every last inch of waterway from the Delta to almost Central California — and then start hoofing south.

continued middle of next sightings page

stranding room only

A couple of tales of groundings in Mexico have crossed our desks in the last couple of months. We held one, hoping for clarifications. Some came, some didn't. With emails slow and people on the move, we've decided not to wait any longer. Even with a few missing details, we feel these brief accounts are important enough to cruisers to just go with what we have.

Chrokeva

l was lounging around my boat when the motor vessel *Cabaret* announced on the radio that anyone with a dinghy in El Cid harbor might want to run out to the entrance and help free *Chrokeva*, a 45-ft ketch which had gone aground in the entrance.

Our dinghy is a 9-ft Zodiac with a 10-horse motor, which probably would not be a lot of help, but Kathy and I went out to see what we could do. By the time we got there, half a dozen dinghies were already buzzing around like bees. At that point, the owner of *Chrokeva* was trying to back her off under her own power, with lots of people pushing

continued on outside column of next sightings page



stranded — cont'd

on the bow. Eventually, they were joined by a *panga* and a V8-powered, 18-ft speedboat referred to around here as 'banana boats' because they tow the inflatable bananas that the tourists ride.

About the time the owner of the ketch announced that he had lost steerage, the boat came free very suddenly, and started hauling ass toward rocks on the other side of the harbor entrance. Pandemonium broke out. The panga and the banana boat couldn't get untied and were dragged under by the bigger boat. Ironically, the drag of their sinking turned the bow of *Chrokeva* enough to miss the rocks. Her momentum was further arrested by a line that wrapped in her prop.

Now *Chrokeva* was floating free in the big swells with no engine and no rudder. There were still lots of dinghies buzzing around and lots of yelling. There didn't seem to be any plan but honestly, I may have missed it. We were busy trying to rescue stuff that had floated out of the downed *panga*.

Finally, low on fuel and satisfied the crisis was under control, we returned to our boat, then walked out on the breakwater with our handheld radio to watch and be available if needed. By now, *Chrokeva* had a headsail unfurled, but soon ended up on the beach again about 1/2 mile from the entrance to the harbor and past the El Cid beach. Perhaps their anchor didn't hold? Meanwhile, out of the harbor came the *Cabaret*, the 50-ft trawler that had made the initial radio call. They got a long line on *Chrokeva* and started to pull. The line parted once,

but was re-run and *Cabaret* again applied power. The by-now large crowd that had gathered was saying "no hope", but *Cabaret* didn't give up. With smoke pouring from their exhausts for what seemed like an hour, they kept the pressure on. *Chrokeva* finally came off the beach. The assembled crowd whistled, clapped and high-fived each other. A Mexican Navy boat that had arrived on scene took charge, and the last I heard on the radio, had towed *Chrokeva* to safe anchorage.

In the days following, I heard the boaters had taken up a collection for the Mexican guys who lost their boats.

I think this is a great example of something but I'm not sure what. Kathy and I went back to *Journey*, checked our safety gear, retrieved our emergency tiller and talked about what we might do if we ever found ourselves in the same situation. (Actually, we almost *were* in the same situation when our rudder got tangled in a fishing net at Isla San Jose, but that's another story.) We felt sorry for the people on *Chrokeva*, and sorrier for the Mexican guys who pitched in to help and lost a lot.

We're also proud of *Cabaret* who toughed it out. And maybe a little embarrassed that we couldn't do more.

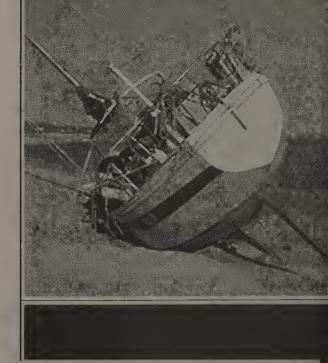
— ed and kathy of journey

On the beach, on the bottom

"We arrived in Cabo on January 19 to find a Coronado 41 high and

dry. Nearby, living in a tent, guarding her possessions, were the owner and her little dog. She told us there had been a 'petite hurricane' the Wednesday before. Three boats dragged anchor and ended up on the beach. The two others were able to get off with minimal damage. She was waiting for her insurance, the authorities, the fork lift, etc., to all come together to get the boat to the yard.

A week later, after we had left to come back home, my friend Pat continued on outside column of next sightings page





How not to do it. Small photo top: Coronado 41 high, dry, holed — but safe. Above, the 'rescue' operation. Left below, the result. Spread, the pretty ketch 'Chrokeva' aground near El Cid.



chippie — cont'd

At this writing, Chippie is only slightly less famous in these parts than Carlos Santana. The bullet was successfully removed from his head and money was pouring in — both for his care and as a reward for information on who shot him.

The nice folks at the Marine Mammal Center, which regularly rehabilitates sick and injured seals, sea lions, otters and dolphins, estimates that Chippie's rehabilitation — which isn't a bad deal, by the way; you sit around all day while the staff feeds you all the herring you want — will take about a month. If he makes the full recovery that's expected, Chippie will then be released back into the wild.

For regular updates on Chippie, visit the Marine Mammal Center website at www.tmmc.org.

stranded — cont'd

Tostenson took the photos showing the disastrous rescue attempt. What were they thinking? The owner had specifically told us the boat was holed. Why they thought it might float long enough to get to a makeshift floating drydock, I don't know.

The name on the dinghy that had been on the davit was *Silent Sam*. She said she was from Manhattan Beach.

— susie woodrum

whale of a new year

Saturday morning, January 10, we got word from Solmar Sportfishing Fleet that a humpback whale entangled in a drift net had been sighted by one of their boats, struggling offshore of Chileno Bay. Sr. Luis Bulnes, owner of Solmar Fleet, urged us to help free the doomed animal. So we quickly assembled a team composed of divers from Amigos del Mar, along with TV reporter Armando Figaredo, Oscar Ortiz and some folks from Cabo Expeditions, Lieutenant Pino Salas and one of

continued on outside column of next sightings page



whale — cont'd

his divers from the Mexican Navy, and Oscar Hernandez and another diver from the Deep Blue Dive Shop. We all boarded a fast Solmar fishing boat provided by Sr. Bulnes and headed out to try to help.



At first, the task looked hopeless.

When we arrived at Chileno Bay, we found the whale, a 40-ft female, completely wrapped in a monofilament net that was probably 70 feet long. The net covered her whole body and trailed behind her. I thought to myself there is no way we can do this! It was just too much for our small group of amateurs. But we all decided to at least give it a try.

The divers entered the water and swam toward the whale. Oscar from Cabo Expeditions hooked about 100 feet

of line and a buoy to the net, which we used to pull ourselves down to

her. She was frightened and moving along pretty good at this point, so pulling yourself along was difficult. Once down to her, we N used the mesh of the net to pull ourselves ដូ hand over hand onto her body, pick a spot and start cutting. The mono line of the net was very tough and you 🗓 could only cut a strand or two at a time. The ≥ unbreakable line cut into your hands as you hung onto it, and many



Cutting with one hand, hanging on with the other, divers slice netting around her nose.

of us are sporting deep line cuts on our palms and our fingers this morning. You would hold on and cut until you simply didn't have the strength to hold on anymore. Then you released yourself and floated to the surface. As you rested for a minute the Zodiac boat from Cabo Expeditions would come alongside, tow you back to the trailing buoy, and you started the process all over again.

Her mouth was completely wrapped and sealed shut, and the net held her long pectoral fins. A huge wad of net trailed down her body and around her tail. For all that, she sure could swim. We were moving



Free at last!

through the water so quickly that at one point I turned my head and my mask was pulled away from my face just from the slipstream current she was creating.

Myself and Lt. Salas, a really excellent diver, ended up working together around her head. We thought that even if we couldn't get all the net off, if we could get her head free at least she could

feed. We kept cutting the monofilament and peeling it back away from her head until her huge mouth was free of net. We then worked our way back along her body, pulling the net back, and began cutting our way through the lines that ensnared her pectoral fins.

It was right at this point that the most amazing thing happened — she just stopped. Whether it was from exhaustion or because she finally understood we were trying to help, we don't know. But she became very still and just floated, breathing through her blowhole quietly on the surface while all of us continued to cut, cut, cut.

To add a little spice to this whole adventure, the net itself was filled continued on outside column of next sightings page

dawn still

Some of you have written in to ask if American cruiser Dawn Wilson has been released from prison in Ensenada yet. Although we've been hoping report otherwise, the sad answer is no.

As most of you know, Dawn was jailed



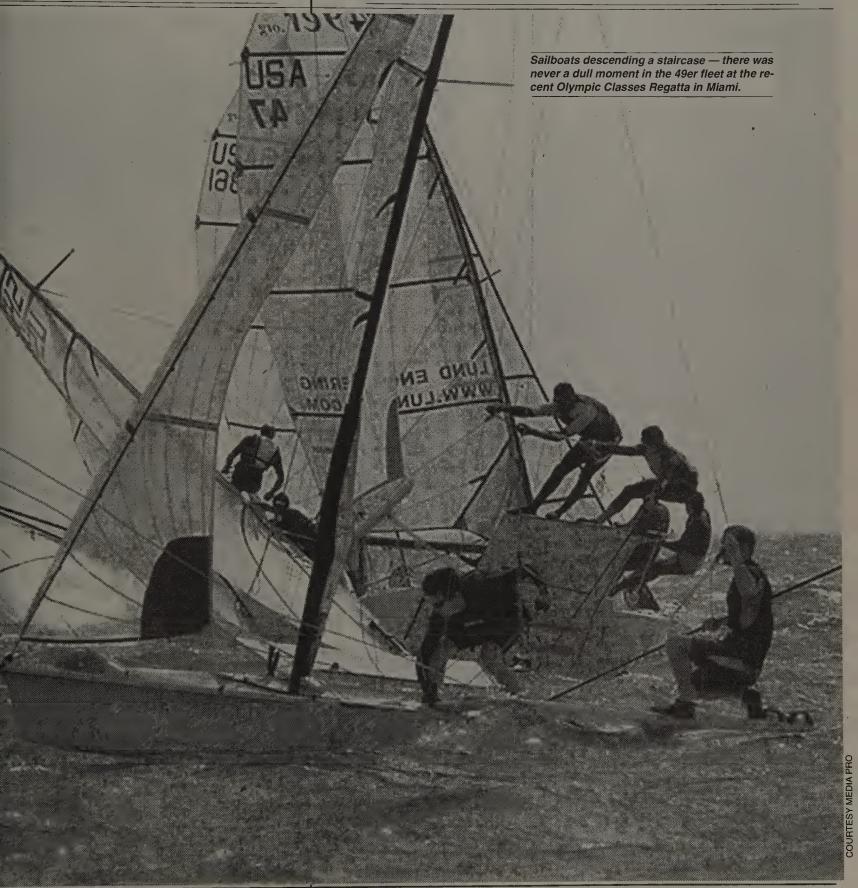
behind bars

almost a year ago by Ensenada Police on trumped up charges. She and husband Terry Kennedy have gone through hell since then. Her next appeal will be in an amparo court in Mexicali. For the whole story, log onto www.dawnwilson.com.

whale — cont'd

with a rotting mass of dead tuna, and several times we saw largish sharks circling above or behind us as we worked. I've never really been afraid of sharks; I've often dived with many sharks around, but in proximity with all the rotten fish, they made me a bit nervous. We weren't sure if they were attracted by the fish, or waiting for the strug-

continued on outside column of next sightings page





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whale — cont'd

gling whale to die so they could feed on her.

I was working in the area around her eve when she actually began to 'sing' to us. As we worked, the mournful song filled the water around us, and I could actually feel it vibrate deep in my body. Her singing motivated all of us to work that much harder.

Once we had gotten most of the net off her body, the remainder just tangled in her tail, the whale took off, swimming fast trailing the whole length of net. I found myself right next to Oscar at this point just hanging on; she was swimming way too fast for us to even try to work on the remaining net. Finally Oscar and I released from the line and floated to the surface, all the other divers were already up; she had left us all in the dust. We followed for a while, until she seemed to settle down again and some of the guys went back to work. I was completely spent. I floated quietly about 30 feet away as Oscar Ortiz cut the last of the net free and the whole tangled mess bobbed to the surface. Spectators who had assembled around us in kayaks and small boats were cheering. Oscar came to the surface waving his arms and screaming. She

The net that nearly killed this wondrous animal was what is called a 'drift gill net'. These nets are terribly destructive, sweeping across a patch of ocean killing everything in their path. Along with the food fish they are meant to harvest, what's called by-catch, which to the fishing industry means undesirable catch — the carcasses of sea lions, manta rays, turtles and dolphins — are way too often found dead and rotting in these nets. Drift net fishing has been banned in many parts of the world because it is so destructive. Drift net fishing persists here in Mexico, not, interestingly enough, to feed the people of Mexico, but instead to provide fish for large chain seafood restaurants in the U.S. – kevin colter, amigos del mar

Readers — This wonderful story also appeared in 'Lectronic Latitude' in mid-January. At that time, we questioned the assertion that drift net fishing exists only to provide fish to U.S. markets. We asked that anyone in the industry who could shed light on this question contact us, but as of this writing, no one had. So we ask again here. Anyone with accurate information on the use of drift nets in Mexican waters please contact us at editorial@latitude38.com.

crew wanted - or, how making an emotional choice in five minutes can deeply influence the rest of your life

While working in a New Zealand hostel at the end of October, 2003, while on a trip around the world, I was offered a crew position on a trimaran sailing from Mexico to Australia. Earlier during my trip, I'd thought that I wouldn't have much of an opportunity to go sailing. That was, until I met one of the owners of the sailing vessel Lauren Ashley in New Zealand. She's a 41-ft Piver, built in 1967, with a glasscovered wooden hull, and was waiting for crew in Mazatlan to bring her to Australia where her new owners were looking forward to her arrival. Two other crewmembers had already signed on, and the captain would be there the moment the boat was ready to sail. I didn't have to think twice about my answer.

Too far into our preparations, we found out that the Lauren Ashley had changed owners over the internet. The owners had never seen the boat except in pictures, and didn't have a clue as to what condition the boat was really in. Their final offer of \$40,000(US) seemed largely based on the last survey, which had been done in 1982. Once we had started working, more and more jobs appeared. Among the discoveries we made were that the main engine, an old Perkins 107 diesel, had not been started in three years. With the owners' permisssion, we decided to

continued on outside column of next sightings page



walk softly and ...

In these days of record-smashing big boats, we thought a bit of perspective would be fun. This photo was taken aboard the 161ft schooner Goodwill during the 1953 TransPac.

This boat's two spinnaker poles were 72 feet long, 2 feet in diameter and weighed 1,200 pounds — each. They were designed and fabricated at Douglas Aircraft using monocoque construction, like an airplane

The largest yacht ever to compete in TransPac — the poles alone were longer than almost every other boat in the race — Goodwill took first to finish in '53 and again in '59. The Newport-based yacht sailed into legend in 1969 when she hit Baja's Sacramento Reef and went down with all hands, including owner Ralph Larrabee. Look for a feature on this gone-but-not-forgotten 'grand dame of the West Coast' in the April issue.

crew wanted - cont'd

ask a yacht service company for their professional opinion.

The results: an estimated \$15,000 to \$25,000 worth of work and necessary safety equipment. The three of us estimated it would take



Looking at the bright side — Miriam and Anna.

22 days working full time to complete our end of it.

Still convinced of *Lauren Ashley*'s potential (and the lure of the long Pacific passage) we dived in with even more enthusiasm. Then the money coming from the Australian owner started to dry up. Soon we couldn't even pay the mechanic working on the motor, or the carpenter, let alone buy groceries. Along about that time, we found out this particular design wasn't even built to do coastal cruising, let alone a Pacific crossing!

The communication with the owners, an Australian-Dutch couple, had become stifled. There was no room for discussion on what to do next. This created many stressful moments, and eventually resulted in the crew informing the owners that we were fed up with the whole situation and would abandon ship in two weeks if nothing were done.

Being advised by a couple of other cruisers in Marina Mazatlan, we asked the owners of the *Lauren Ashley* for an amount of \$1,500 USD each to compensate us for air fares, a solid month of hard work (when I signed on, I was told the boat would be ready to go in two weeks), plus other inconveniences we had experienced. The amount requested was equivalent to an airfare from Mexico to Sydney. Since they hadn't paid for my flight from New Zealand into Mazatlan, I didn't have enough money to pay my way back. One of the other crewmembers had given up her job and home for an Australian work visa, in hopes of great sailing and a year abroad. It's not hard to imagine the response we got was not the one we hoped for!

In the end we didn't receive any financial compensation or even an apology. The *Lauren Ashley*, as far as I know, still sits in Marina Mazatlan, with no further work done. After some false accusations back and forth, I haven't heard from the owners for more than a month, and am still waiting for my personal belongings to be returned to my home in The Netherlands — things I temporarily stored with the owners until our supposed arrival in Australia in January, 2004, at which point I'd

continued on outside column of next sightings page

coast

The following are a few of the search and rescue cases handled by the Coast Guard from mid-January to mid-February.

January 18 — Coast Guard Group San Francisco received a report from a woman stating that her father had not come back from a hunting trip on the Petaluma River. He had left at approximately 8 a.m. and was scheduled to return in 2 to 3 hours. When he did not return after eight hours, she contacted that Coast Guard for assistance.

Group San Francisco briefed Air Station San Francisco, Station Vallejo, and the Sonoma County Sheriff's Department, and issued an urgent marine information broadcast to alert boaters that they were about to launch a search for an overdue person. However, just before units were launched, the Sonoma County dispatcher informed Group San Francisco that the overdue person was located at Petaluma Marina in good condition. He stated that his vessel had run aground and he had to wait for five hours until it was refloated by the next high tide.

January 26 — Station Rio Vista was notified of a 14-ft aluminum fishing boat adrift near the Antioch fishing pier with no people onboard. A Coast Guard boat crew from Rio Vista and a boat crew from the Contra Costa Marine Patrol were dispatched to investigate and search for a possible person in distress. The Contra Costa Marine Patrol arrived on scene and towed the vessel to Lauritzen's Yacht Harbor, then returned to search for the owner of the vessel. By this time, the Antioch

the pencil

In an effort to quantify a specific aspect of cruising (and to hopefully minimize arguments), I have come up with the Pencil Roll Index or PRI. Here's the problem: When my wife and I are cruising aboard our Contest 48 Rutea we are continually searching for a calm anchorage. This can often be very subjective and there are, those moments after we've dropped the hook that we sit, waiting to see how badly we roll. I'm usually the one to say, "Not too bad!" but I can read Ruthie's eyes like a book. "This is worse than Chamala!", she'll say. "Chamala wasn't so bad", I'll retort. "Your spaghetti slid right off your plate onto the cabin sole!" she'll remind me. Of course she's right. But maybe this anchorage isn't as rolly as that — how can you tell?

watch

Police Department was in the loop. Their information indicated that the registered owner of the fishing boat was associated

COAST GUARD MONTH AT A GLANCE

Total number of Search and Rescue Cases: 98
Total number of Law Enforcement Cases: 4
Property Saved: \$276,000
Property Assisted: \$1,251,000
Lives Saved: 13
Lives Assisted: 137

with a larger vessel, and was suspected of having a felony warrant pending. The units located the larger vessel anchored on the northwest side of the Antioch Bridge with the registered owner on board. The owner claimed that his dinghy broke free the night before. The Contra Costa Marine Patrol took him into custody for the outstanding warrant and his two vessels were transported to a safe location.

February 5 — The Coast Guard Cutter Hawksbill and an 87-foot patrol boat from Monterey responded to a 32-ft fishing vessel in distress approximately 18 miles west of the San Francisco Bay in the vicinity of the NOAA buoy. The vessel Soup Fin III radioed that they broke their propeller shaft. The Hawksbill arrived on scene, established communications, and took the vessel in tow. The cutter was later relieved by Station Golden Gate's Motor Life Boat, which completed the tow and safe mooring of the vessel in Sausalito.

roll index

So, I came up with the PRI. Here's how it works: Take an ordinary pencil and lay it on a flat surface (such as the chart table, dinette, etc.) and align it fore and aft. Set a stopwatch or mark the time (we use 15 minute increments to determine our index). If the pencil doesn't roll at all, that's a PRI of zero. If it rolls twice in the 15 minute period, that's a PRI of 2. (We were on a mooring in Descanso Bay Catalina one night with a PRI of over 200 - it was awful!) Of course, Rutea is pretty heavy (she displaces over 40,000 pounds) and a lighter boat may have a different PRI scale altogether. Also, just because you have a PRI of zero doesn't neces'sarily mean that you're on a mill pond, but that it's calm enough that a glass of wine won't

continued middle of next sightings page

crew wanted - cont'd

planned to pick up my round-the-world trip where I'd left off.

If there's a positive aspect to this story, perhaps it is that if we would have left as scheduled in November, we would have been right in the middle of a hurricane on our way to the Marquesas. A more tangible outcome is that I found a friend for life in one of the other crewmembers, Anna Lachmuth, and as I write this, am sailing on a well-equipped Australian-owned boat through Mexican waters on my way to Panama. But I've learned my lesson: I will never again take on a crew job without having checked on the necessary details on both the owners and and the boat. May this be a warning to all!

— miriam wijbenga

sailing follies III

Seems like the more funny stories we run, the more roll in. Here's a sampling from the latest batch. Got one of your own? Email it to johnr@latitude38.com, subject line "Sailing Follies."

Frank the Porpoise

Years ago, my friend Frank was sailing back to Channel Islands Harbor from Santa Cruz Island with his wife and daughter. The westerly was piping up and his Islander 29 was moving quite well. In between beers, Frank looked back and saw the Sabot he was towing surf down the face of a swell. It looked like it was having great fun, and Frank thought he'd like to join it.

He went below to change into his swimming trunks and told his daughter what he was doing. Her terse reply was, "Don't do it, Dad." Frank went ahead.

Not wanting to die, Frank put on his safety harness which he clipped to the Sabot's painter. He then pulled the dinghy alongside and climbed into it. After checking his safety harness, he let go of the mother ship, paying out the painter. As he slid aft a bump went through his hands — the knot where he had tied on another line to lengthen the painter.

Frank realized instantly — and too late — that the clip for his safety harness wouldn't pass over the knot. Sure enough, the clip stopped there and the harness jerked him over the bow of the Sabot. His feet managed to snag the Sabot's mast partner as the dinghy went aft

This left him in the position of being stretched out along the cabletight painter with his head underwater. (He later said that he felt his safety depended on keeping contact with the dinghy, so he kept his ankles angled to hang onto the Sabot.)

He discovered that by arching his back he could get his head out of water for brief periods, allowing him to breath and shout for help. He called for his wife this way. She asked what she should do. Frank's head wasn't up long enough to string sentences together, so he resorted to waving one arm toward port, the direction the mother ship would have to turn to round up.

Frank's wife worked to free the tiller from the autopilot while Frank was porpoising up and down to keep from drowning. With so much tension on the tiller from the strong breeze, she couldn't do it. So she called their daughter to help. Together, they were able to disconnect the autopilot and turn the boat 'to,weather, stopping it.

Frank at last let go of the dinghy with his feet and pulled himself aboard the big boat. He went below to change into dry clothes. His daughter was playing solitare and with each card she threw down she utterred one word through clenched teeth:

(slap) "That (slap) was (slap) the (slap) dumbest (slap) thing (slap) I've (slap) ever (slap) seen (slap) you (slap) do."

On reflection, a now sober Frank agreed with her.

— reed smith, ventura harbor

continued on outside column of next sightings page



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follies - cont'd

Don't Follow My Lead

The International 14 West Coast Championship in 1978 was held in the Southampton area in strong winds. After rounding the weather mark in the lead in one race, we couldn't find the jibe mark through the shower of spray and the attention necessary to keep the boat upright. Finally, off in the distance we spotted a big yellow, inflatable mark — too'big and too distant it seemed, but the only thing visible at the time. So that's what we went for. The rest of the fleet followed us.

Halfway to this mark, I saw the correct yellow jibe mark directly to leeward. My crew and I realized that if we headed down, the rest of the fleet would cut the corner and kill our lead. So we continued, hoping they would follow. They all did. We jibed around the mark — beside which several large motor yachts hovered — and sailed back, leaving

continued on outside column of next sightings page

pri

tip over and you can go about your routines without a lot of discomfort. I won't go up the mast unless I have a PRI of zero. I mean, I'd *rather* not go up the mast unless I have a PRI of zero.

Whereas we always hope for low PRI indexes, sometimes cruisers have to accept what an anchorage offers. We can get cranky with a PRI of 5 or more but maybe we're just lightweights. (I can see all the multi-hull cruisers sniggering smugly as they read this.)

I'm hoping that my PRI will become a standard amongst cruisers. For example,



— cont'd

when discussing a foreign port with someone and they told you it had a PRI of 30 while they were there, you might not be so anxious to visit. If, on the other hand, they said the port was a zero for two full weeks, it would make it sound more appealing. The technique is simple and lowtech. I encourage all cruisers to adopt it as a method to accurately quantify the rolliness of anchorages so we can all get a better night's sleep. Fair winds and calm seas.

— neal schneider san diego



SIGHTINGS

follies — cont'd

our International 14 jibe mark on the correct side.

After the race, we learned that a number of 14s capsized at the mark, becoming obstacles to the international Star Boat teams who were trying to round the weather mark of their World Championships. The Richmond YC and the KCYC ("Kers Clausen Yacht Club") each got a less than friendly telephone call from the St. Francis YC that evening. If this story is published in *Latitude 38*, it will be the first time this incident is publicly explained.

— eric arens, berkeley

I Meant To Do That

After sailing to Australia from Fiji in 1992, I joined an old mate of mine who I had been in touch with since my first visit to the South Pacific in 1983. While visiting Stuart in Sydney, we decided to take a three-week "bus/camping" excursion through Australia. There were 27 of us in all, from as far afield as Japan and Germany. We all shared our tales as the days went by. My fellow travelers listened in awe of the extraordinary adventures of this ocean voyager as we huddled around the campfire on cool evenings in the Outback.

While on the east coast, the tour boarded a small excusion ship for a side trip to the Whitsunday Islands. Once there, Stuart and I decided to do some sailing. We each rented a small catamaran. We had a great time tacking out and back to one of the small islands and enjoying our own private regatta. After half an hour, Stuart sailed back in and beached his boat. With a couple of months on terra firma, I felt I could use another half hour.

When I finally turned for shore, the current had strengthened, carrying me farther out into the channel. I tacked back and forth, but with each pass, found myself farther from the beach. I tried pinching. I tried footing. I tried everything. So then I tried worrying — especially when I heard the ship's horn blast and saw my ride pulling away from the dock for the trip back for the mainland. Now I got scared: rooms on this resort island started at \$200 a night!

As the ship cleared the dock, I caught sight of a tender racing out toward me. Stuart had noticed my predicament from the beach and had run as fast as the breath in his lungs and the Fosters in his belly would let him back to the ship. As the tender approached to gather me up, the Captain slowed the ship until it was right beside us. In front of everyone, I was 'rescued' and deposited back aboard into the arms and smirks of my traveling companions.

That was one sea story they didn't let me forget for the rest of the trip. Ah, the joys and lessons of sailing!

— bob kelly, dana point

Gale, Schmale - Let's Go Sailing

A friend of mine was given a Lightning. Since I had sailed a few times and he not at all, I was the skipper on a beautiful fall day in the Potomac River off Washington's National Airport. The wind was strong and picked up, which made us go faster, which made the day more and more fun. We couldn't figure out why the few other boats that were sailing in the river eventually all went home. Then my friend stumbled, and the boat tipped over.

Somehow, the currents in the Potomac and Anacostia Rivers, combined with the wind, held us in the middle of the river. After a long time the Washington, D. C. police boat came and picked us up and gave us some blankets and coffee. They told us that they had gotten a telephone call — from the control tower at the airport — about two people who were probably getting very cold on a capsized boat.

This happened when no fish lived in the polluted Potomac near Washington, before the current age of environmental consciousness. In the following days I shed a layer of skin from head to toe. Although BCDC and other environmental agencies might be cumbersome, I certainly appreciate them. I also appreciate weather forecasts and now know what a gale warning means.

— eric arens, berkeley

pacific sail expo

Pacific Sail Expo returns to Jack London Square next month on April 14-18. To refresh your memory, Sail Expo, brought to you by Sail America, is the biggest sail-only show west of the Mississippi. Manufacturers and providers of virtually every boat, product and service in the industry will be there to show their wares, answer questions and help you get the things you want for your boat — or the boat itself. Many of the booths will be manned by company presidents, so if you have questions, this is the venue to get them answered. And to give you some idea of how big and highly regarded this show is, more than a few of those CEOs will be jetting in from Europe or Australia.

This year, as in the past, the show features more than 100 boats — most of which are in the water — from 8 to 82 feet, some 300 booths under the 'big top', and more than 80 seminars on every aspect of sailing you can imagine. A few of the special attractions:

* The square topsail ketch *Hawaiian Chieftain* will be open for inspection. Kids in particular will love the 'pirates of the Caribbean' air of this well-equipped charter boat that operates out of Sausalito.

* Ongoing seminars relating to the West Marine Pacific Cup will be held aboard the Schumacher 46 Surprise.

* The globe-trotting former Whitbread racer-turned-training-platform *Alaska Eagle* will be at the show. OCC's Brad Avery will be aboard to answer questions about the boat and her itinerary. After the show, she's heading to Easter Island.

* Tom Leweck, creator of the online newsletter *Scuttlebutt*, participant in 56 Mexico races and all around yachting *bon vivant*, will talk about the creation of *Scuttlebutt* and how the Internet has changed the coverage of sailing in the media.

* West Marine founder Randy Repass will be at the show with his squeaky new Wylie 65 cat ketch. Come see what the CEO sails — and the innovative Wylie-designed rig that uses no shrouds or stays.

* Lyn and Larry Pardey return to the show with several cruising-related seminars. (They're also planning a day-long seminar the day before the show; log onto www.american-sailing.org for more on that.)

* Solo circumnavigator Pat Henry will speak on a sailing school for women she now runs in Puerto Vallarta.

* And don't forget the Wanderer himself. If you've never met the fellow who started the Baja Ha-Ha Cruisers' Rally (not to mention this magazine), or heard him speak, you'll be able to do both at the show. Richard Spindler is currently scheduled for at least two seminars on the Ha-Ha.

Don't worry too much about the details of any of the above right now. All will be revealed in the April issue where you'll find a bound-in Sail Expo Program with all the dates and times of every event, and a list of every exhibitor. We hope to see you there!

two return, one keeps going

Three of the world's largest and fastest sailboats were all on the same race course — albeit briefly — last month. That race course starts and ends off Ushant and takes challengers about 25,000 miles around the world in a race against not each other, but the clock. Everyone who sails this course, which was established as the Jules Verne Challenge in 1993, is after the current record: 64 days, 8 hours, 37 minutes, set in May, 2002 by Bruno Peyron on the 110-ft catamaran *Orange* (ex*Innovation Explorer*).

As far as the boats, Peyron is back with a newer, bigger and even more powerful *Orange II*, which launched in December. Tireless record-ochaser Steve Fossett is out there with his maxi-cat *Cheyenne* (formerly *PlayStation*) and round-the-world addict Olivier de Kersauson has geared up his giant trimaran *Geronimo* for another go at a record he has held twice in previous boats. Here's a quick look at where they

continued on outside column of next sightings page

short

SAUSALITO — The next America's Cup is still three years away, but the pursuit for sailing's holy grail remains in the news. Last month, Sausalito Yacht Club announced it would support member John Sweeney's plan to field a team.

Sweeney is already on intimate terms with the Cup wars and the thoroughbred boats that race them. In past bouts, he



Sail Expo is on the way. The show features hundreds of boats and exhibits inside and out. Make plans to check it out!



sightings

has sailed with the *America True* and *Oracle/BMW Racing* syndicates, but is perhaps best known as the creator (with partner Tina Kleinjan) of the Challenge Series for International America's Cup Class (IACC) yachts. This series showcased these magnificent boats in a series of competitions on the Bay in 2002 and

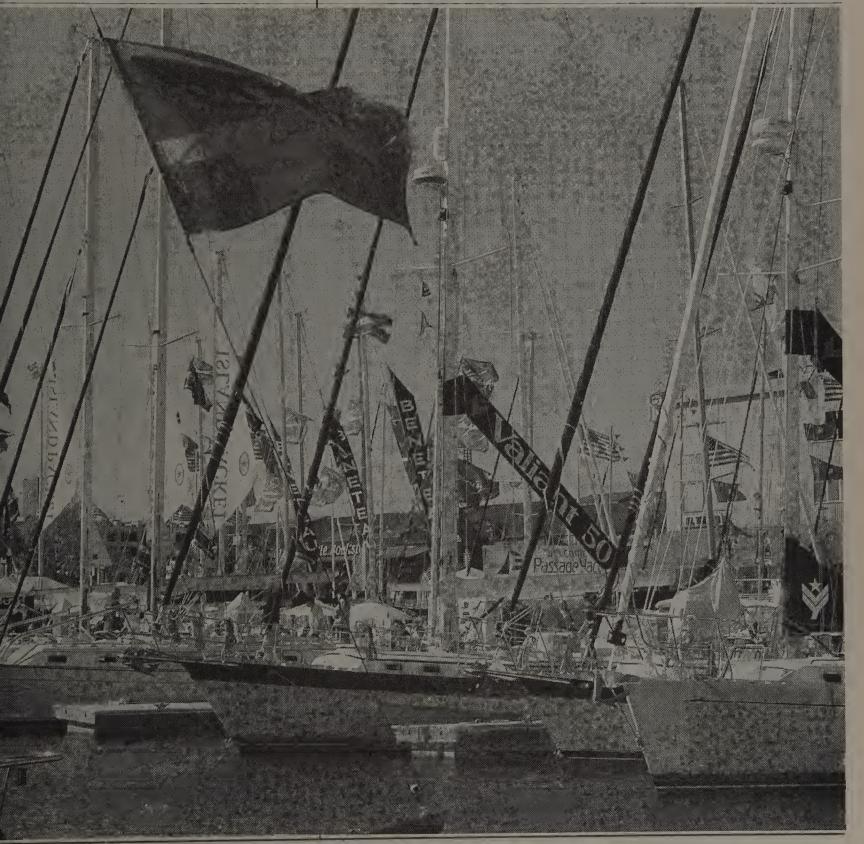
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record runs - cont'd

were at presstime.

Cheyenne — Fossett and a crew of 12 departed Ushant on February 7 and had been running about a day ahead of *Orange*'s 2002 pace until February 22, when the forestay pulled out of its lower end fitting. Amazingly, they were able to avert loss of the boat's 143-ft rig. Even more amazingly, they were able to repair the break in 16 hours and resume their blistering pace. At this writing, the boat was about 900 miles southwest of Cape Town. Interestingly, though *Cheyenne* started

continued on outside column of next sightings page



record runs - cont'd

and will finish at Ushant, Fossett chose not to pay the exorbitant Jules Verne 'entry fee'. We think this means that a new record will count — but he doesn't get his name on the actual Jules Verne Tropy. Of course, that could change if he does set a new record. Check out www. fossettchallenge.com for the latest.

Geronimo — We don't know if he planned it that way, but Olivier de Kersauson's first full day of racing south in his latest Jules Verne attempt — February 9 — also happened to be Jules Verne's birthday. Alas, the karma didn't seem to help as the boat blew out first one, then two of its three brand new light-air gennakers. Deemed crucial to the boat's light to medium-air traverses of the course, it seemed only prudent to pull the plug before they got too far down the course.

The 120-ft, Cap Gemini-Schneider Electric-sponsored trimaran was back at her base in Brest within the week. Her sail problems were ironed out in short order and we'd be pretty surprised if she weren't blasting south again by the time this issue hits the streets. For updates on this challenge, log onto www.trimaran-geronimo.com.

For perspective, de Kersauson — 'OdK' to his countrymen — has sailed this course seven times on three different boats, and held the record twice. It is the only event, and the only record, that the 59-year-

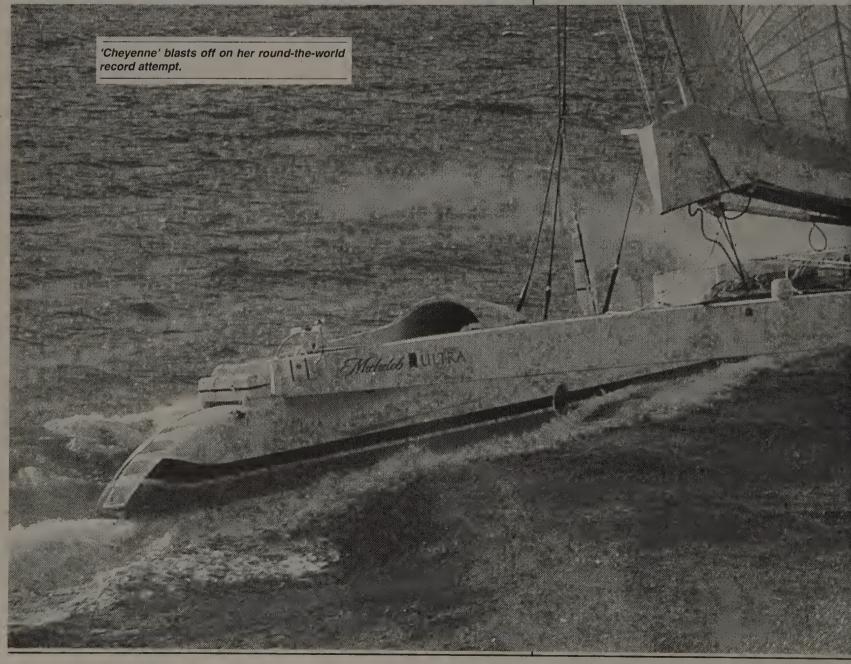
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shorts

again in 2003. (Another is planned for this year.) Through his America's Cup connections, Sweeney was also instrumental in bringing many of these veteran yachts to the Bay Area.

With the blessing of SYC, Sweeney and Kleinjan now begin the long process of fundraising for what is expected to be one of the most expensive Cups ever. Some meetings with potential backers have apparently already taken place. Even if this were a one-boat campaign, Sweeney has the 'built-in' advantage of already having four trial horses readily available.

We'll be following Sweeney's effort with interest and bring you more on this new syndicate in upcoming issues. Until then, you can get more information at the Challenge Series website, www.challenge-series.com, or the Cup's current official site, www.cupineurope.com.



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— cont't

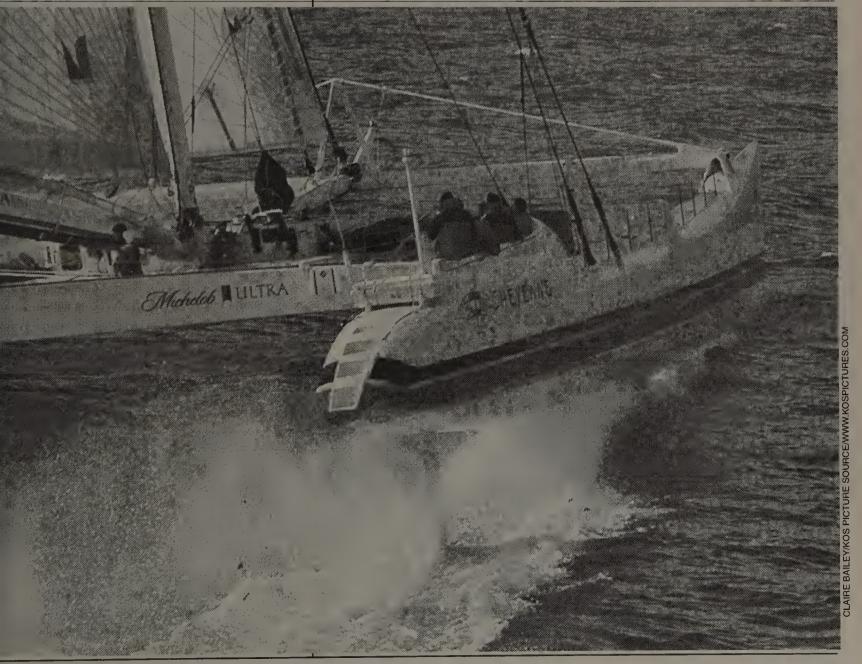
FRANCE — It's official: Francis Joyon's amazing singlehanded dash around the world from Brest to Brest (which is not a Jules Verne course) is the fastest ever. Sailing the 92-ft trimaran Idec (Olivier de Kersauson's former Sport Elec), the 47year-old Joyon made it nonstop around the globe in 72 days, 22 hours, 54 minutes and 22 seconds. (Departure: November 22; arrival: February 3.) This obliterates the previous record, set by Vendee Globe winner Michel Desjoyeux in 2001 on the (monohull) Open 60 PRB (93d, 3h, 57m) by three weeks. It also bests the first two round-the-world marks set by fullycrewed Jules Verne maxi-cats, including the Peter Blake/Robin Knox-Johnston collaboration on ENZA New Zealand in 1994. Joyon's mark is an incredible accomplishment any way you look at it.

record runs — cont'd

old veteran ocean racer seems to care about anymore. Last year, his attempt came up short when the wind went light in the last few days.

Orange II — Last and, in a sense, least — so far, anyway — is Peyron's Jules Verne attempt with his new boat. It's amazing enough that this innovative French multihuller would even attempt this record with a boat so new the mold release is barely washed off. But Peyron has learned to trust the designers (Gilles Ollier) and builders (Multiplast in Vannes) of these mega-cats, and his crack crew to ready the new 120-ft big sister to the previous *Orange*.

That talent notwithstanding, *Orange II* was barely a day into the attempt when, on February 18, her starboard crash box suffered a failure. This is basically a 'false' bow made of foam and designed to absorb at least some of the impact of a collision. The exact nature of the failure was not clear, although the boat and crew were never in any danger. But it was deemed serious enough that the attempt was immediately aborted and the boat returned to its base in Lorient. As this was written, repairs were underway to replace both crash boxes with beefier structures and tweek a few more teething pains, including the rudder designs. The boat was expected to go back in the water within days and once again depart when the weather looked right. For the latest updates, see www.catamaran-orange.com.



FREQUENT FLIERS, PART II

Last month, we introduced you to six of the 'sailingest' boats and owners in Northern California. Based on 'nominations' from readers, these are the boats that always seem to be gone from their marina slips, sailing once, twice or even more times a week, year round. Some of these veterans have been doing it for longer than the nearly three decades this magazine has been around.

As mentioned then, we were so surprised by the response to this completely unscientific survey that we committed to celebrating as many of these sailors—all of whom happen to be men for whatever reason—as we could. So this month, we bring you another six.

Like last month, we chose this eclectic group based on two criteria: 1) Geographic diversity — in other words, they didn't all sail out of the same harbor (although some do); and 2) They all sail mainly for the pleasure of it, not the competition. Nothing wrong with racing, but we were mainly interested in those who sailed so often for the sheer enjoyment of the sport.

So who were the *most* frequent fliers? As a group, Pier 39 garnered by far the most nominations for people who go out at least once or twice a week. Two are featured later on in this article. For now, honorable mentions go out to their peers: Christian on *Go Dog Go*, Charlotte on *Svalen*, Eva on *Precocious*, Mike on *Maverick*, Chris on one of his two Folkboats, and another Chris on *Shillelagh*.

As far as the most often sailed boat in the Bay, yes, there is one whose skipper takes her out solo almost every day. In fact, chances are if you've ever headed home over the Golden Gate or Bay Bridges in the early evening and spotted a lone sailboat out there, it's probably him. He's also known to 'tend the flock' of any evening sailors who might also venture out, making sure they are okay and occasionally giving a tow if it's



Now on with the regular programming.

John Jaundzems Kai Manu — Cal 29 South Beach Harbor

John is now in his eighth year of ownership of his bright red 1974 Cal 29, and admits he is partial to the designs of Bill Lapworth. His first boat was a Lapworth

John Jaundzems and the bright red 'Kai Manu' enjoy the Bay.

dark, usually with a spin around Angel Island, or on up to Paradise Cay or Red Rock if it's really nice. Weather dictates the rest of the weekend. If it's nasty, he'll usually stay tied to the dock. If it's nice, chances are he'll be out Saturday and Sunday, too. When the season rolls around, he'll often supplement the sailing with his other passion, salmon and halibut fishing, either in the Bay off California City or the ocean off Muir Beach.

John sails solo occasionally, but more often will go out with a revolving crcw of six or seven regulars. And he's always amenable to taking new acquaintences out — being careful not to commit the cardinal sin of many sailors: "You never take somebody out for their first sail on a crappy day," he says. Through this simple philosophy, John has introduced more than a few new sailors to the sport, or brought a few former ones back.

What keeps John himself coming back week after week? "I really like the

"Come on in. We've got 800 chickens in here and we don't know what to do with them!"

needed. He has served as inspiration to several of the people interviewed on these pages, one of which said, "he's kind of like our patron saint."

Unfortunately for you guys, he asked not to be interviewed for this series, and we'll respect those wishes. 24 based at Mission Rock aboard which he and a friend taught themselves to sail about 20 years ago.

The 51-year-old contractor has been sailing *Kai Manu* ('sea bird' in Hawaiian) weekly since he got her. His favorite and typical schedule is Fridays from noon to

— CAN'T GET ENOUGH



serenity when there's not a whole lot of people out there," he says. "I also go out a lot because most people don't. There are so many boats that never move. I feel obligated to make mine move."

Andy Chiari Desert Star — Bristol 35.5 Sausalito Yacht Harbor

Andy works in South San Francisco, lives in Burlingame, but prefers to sail out of Sausalito because it's closer to the places he likes to go. "I used to sail out of Redwood City, but it took seven hours to get to Angel Island," says the 67-year-old who still puts in a solid work week running the business he founded, Heat Transfer Equipment Company, which supplies industrial heating equipment.

Andy's lived in the Bay Area since 1961, which he figures qualifies as being "from here." He learned to sail about 10 years after that and went in with a partner on a Venture 21, which they coowned for five or six years. In the late '70s, he got a Cal 28, which he owned

up until four years ago, when he acquired *Desert Star*, a Ted Hood-designed Bristol 35.5.

Andy's usual sailing day is Saturday, when he departs the dock around noon and returns about dusk. His route is dictated by the wind and current, but two out of three times, he'll usually do a kind of 'grand tour' down past the Cityfront, under the Bay Bridge and back to Sausalito via Raccoon Strait. Occasionally, he'll poke *Star's* bow out into the ocean as far as Mile Rock, or head for some flat-water sailing in the Estuary. Most Saturdays, he's accompanied by friends, "but when I can't find anybody and the spirit moves me, I'll go out by myself," he says.

One particular friend is John Richards, a Club Nautique instructor who called Andy one day about three years ago because he just wanted to see what a Bristol 35.5 looked like. The two ended up going out sailing — and rescuing a cold windsurfer who was drifting under the Golden Gate. Since then they've become friends, Richards is a regular . . . and they've rescued several more windsurfers.

John's favorite times of the year to sail are the spring and summer months when dependable wind guarantees him a good ride. But there's little except howling gales and pouring rain that will keep *Desert Star* tied to the dock on even the deepest winter Saturdays.

"Sailing is a distraction for me," he says. "I enjoy the beauty of the City and seeing some of nature. And out there you don't get road rage . . . well, except on Fleet Week and Opening Day."

Emil Carles Lelo Too — Tartan 30 Oakland YC

Oakland YC's Emil Carles received the most nominations of any of our 'frequent fliers.' Though we're pretty sure those votes were padded, he deserves every accolade. Carles is not only among the racing-est sailors on the Bay, he's also one of the most open, helpful and approachable ones — and has given back to the sailing community manyfold with his volunteer work at the OYC.

Yes, we said racing-est. While that might seem to violate one of those earlier 'rules,' Emil is really the exception to the rule. This guy races *everything*—HDA, beer cans, interclub events, special events, you name it. If there's any Bay race Emil *hasn't* done, it's only be-

cause he hasn't heard about it.

You have to appreciate the painful experiences he went through in early years, too. Born in San Francisco 77 years ago this month (and raised in the East Bay), Emil got his first taste of sailing when he and a bunch of junior high buddies showed up at Lake Merritt one day. It was during the war, so there was no organized teaching going on. In fact, most of the boats looked so grim that the guy there said they were due to be chopped up. The boys talked him out of "the slowest and heaviest" boat on the lake and started setting it up. Their entire sailing instruction was "Point the boat like any other boat you see and pull the sails in like they are." With that barest whiff of exposure, Emil was hooked.

After a couple of years sailing Liberty Ships back and forth across the Pacific, Emil returned to the Bay Area and took up a career painting houses. It wasn't until the mid-'60s that he got back into



Andy Chiari at the helm of 'Desert Star.'

sailing, going out with friends on their boats. He bought his first boat in 1970. It was a 25-ft Sea Horse yawl named *Sea Mist*.

"They were considered fast boats in

FREQUENT FLIERS, PART II

their day," he recalls. "A mizzen on a 25ft boat doesn't make much sense, but it was just to beat the rule."

Sea Mist had a less than auspicious debut. During his first Vallejo Race in 1971, Emil T-boned another boat and dismasted Sea Mist. After the repair, in fairly short order, he dismasted again. The original spar was discarded, a new one built, and in the Wheeler Regatta, it, too, came crashing down.

"It got to where the guys in the Club were going, 'Oh Christ, here he comes again. Don't let him near your boat!"

The problem was eventually traced to faulty swage fittings (not the swages themselves). A complete new set of shrouds and stays solved the problem, but it took years to live down his reputation for mast cruelty.

Emil's second boat was a Santana 27 that he named *Lelo* (rhymes with 'jello') for his wife Helen and a lifelong friend of hers who passed away. As children, whenever the friend would try to say 'Helen', all that would come out was 'Lelo', a nickname that has stuck with Helen all these years.

Emil raced the boat with some success for several years. Then, in the season-opening Vallejo Race in 1991, the boat bounced over a wave and bang—down came the mast.

"It was aluminum, so at least this time there weren't any splinters!" laughs Emil.

Rather than wait for the insurance process to get him a new mast, he got a new boat, the Tartan 30 he renamed *Lelo Too*. Once this nice Sparkman and

Stephens design was up and going, he knew he could never go back to the Santana. She was rerigged and sold.

That was 13 years ago

13 years ago and Emil and his crews have been going strong ever since. One of the ways he keeps crew,

by the way, is offering a full bar below when the boat is back in her slip and put away. He favors Manhattans himself, which puts him in the perfect mood

Tim Donnelly sails the oldest 'fre-

of racing, it's isn't all 'business.' He participates in club cruises occasionally. And a few years ago, when the Vallejo Race was cancelled due to an oil spill at the Tosco Refinery, he and his crew decided to go anyway. "The boat was all

after races.

set up, all provisioned, so we went!"

"We never saw any oil," he recalls. "We got to the Vallejo Yacht Club and didn't know if there would even be space to tie up. 'Come on in,' says the guy on a loud-speaker. 'We've got 800 chickens in here and we don't know what to do with them!"

"There were three or four other boats that went up that year, and let me tell you, they treated us pretty good."



Above, 'Lelo Too' bounds out the Golden Gate. Inset, Emil Carles.

Although Emil loves the competition

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to adjourn to the clubhouse for burgers

— CAN'T GET ENOUGH

Skip Kleger Mojo — Alajuela 48 Pelican Harbor, Sausalito

Skip has his own special twist on the frequent flier theme. Not only does he

Skip ended our short phone interview like a true frequent flier. "I think we're going to sail over to Guaymas for dinner tonight."

"Sometimes we make the right decisions. Sometimes we make the decisions right."

sail often, he often does not return to his marina slip for days at a time. He, and occasionally his girlfriend, Anne Montgomery, like to anchor out in some secluded spot — the backside of Angel Island is a favorite — and dinghy in to the nearest ferry dock to go to work. Sometimes they don't return to 'civilization' "until we run out of fresh water," he says.

The sailing bug hit the Kleger family when Skip was 12 and living in Lake Tahoe. His father and two older broth-

ers got into racing there, and later in Ventura. Skip never went much for the competition thing, preferring bigger, more comfortable boats like the Alajuela 48 and his previous boat, a CT 41.

Those ferries he catches in the morning carry Skip to San Francisco, where he runs Pacific Millworks. He founded the company that makes fine interior wood trim for homes in 1978 and, at 53, still puts in a solid 40 hours a week. When he comes home, it's often to a quiet anchorage where he can enjoy the birds and watch seals play. "It definitely takes the edge off," he says.

Most of his 'cruises' are in the summer, although he sails year-round.

Such a lifestyle does take a little planning. "You have to have a dependable dinghy and pay attention to the tide tables and weather forecast," he says. You also have to know proper anchoring technique. In the last 14 years, Skip says he's only dragged a couple of times. "But it was a drag," he adds.

Tim Donnelly Chewink — Golden Gate Pier 39

Tim has owned and sailed *Chewink* for 20 years, and is unique among all our frequent fliers in that his 24-ft Golden Gate has never had an engine as long as he's owned it. That's right, he sails the locally made, 65-year-old boat in and out, every time. Well, every time there's wind. One caveat when you don't

Anne Montgomery and Skip Kleger in one of 'Mojo's rare appearances in her slip.

have an engine is that you have to pay more attention to a dying breeze. The 'mystery sailor' mentioned earlier has often come to Tim's rescue when that happens, towing *Chewink* back to her berth.

Tim learned to sail with his brother when both were young. His acquisition of *Chewink* was mostly unintentional — he got her in lieu of payback for some money he'd loaned a friend. The boat needed lots of work, so he had her hauled at The Ramp and dove in. The yard was so impressed by his skill and energy that they hired him. Tim recalls the whole experience with a bit of philosophy: "Sometimes we make the right decisions, sometimes we make the decisions right."

These days, the 46-year-old manages an apartment building within walking distance of Pier 39. In the summer, he sails three to five days a week, sometimes twice a day. Daysails are intermittent in the winter, mostly due to no engine. But if the breeze is up, he'll go out, tailoring his route to what the wind and current are up to.

Anything really exciting happen out there in all those years?

"A fish jumped in the boat once. Does that count?" he says.

Tim races occasionally on other



FREQUENT FLIERS, PART II

people's boats, but Chewink hung up her spikes after a class win in the 1990 Master Mariners, Today, she sails solely for pleasure.

"It's a great way to chill out after a day's work," says Tim. 3 "And there's nothing better to do when ... there's nothing better to do. I haven't gotten bored yet."

Chris Jordan Lola — Swiftsure 35 Pier 39

Chris, another of the 'usual suspects' who make Pier 39 our busiest 'frequent

flier' marina, is one sailing son of a gun. In addition to sailing an average of three times a week - heading out at 5 p.m. for a quick lap around Alcatraz - he is a charter and delivery captain who has



Chris Jordan's boat is named 'Lola' "because she's red, she's sexy and like the song says, 'Whatever Lola wants, Lola gets.'"

made sailing a career on such boats as the Santa Cruz 50 Yukon Jack. Although he hopes to start chartering his vintage Rhodes-designed Lola soon (www.Lolacharters. com should be up and running by the time you read this), all the sailing we mention here is for his own pleasure, not business.

And he admits he's his own worst enemy as far as charters go.

"I'm known for seeing somebody on the pier and just

taking them out with me. It's completely random. Half these people are from Kansas and never even been on a boat before. I take them out, show them a great time, make them comfortable - and they're just wide-eyed. They can't believe this is happening. When we get back in, it's good-bye and that's it. Have a good

Jordan learned to sail on Lake Erie when he was 3. He was racing by 8 and campaigning a Laser at 10. He came west in 1991 in a motorhome, intending to visit San Francisco. Next thing he knew he was living here and working on a local charter boat. He's now 35 and skipper of Signature Yachts' California Spirit, one of the big dinner boats that sails out

As if pleasure and work don't allow him enough on-the-water time, Chris also races aboard his girlfriend's beautifully restored Bird Boat, Grey Goose, as well as on other various Knarrs, Folkboats and Master Mariners.

He did the last Baja Ha-Ha on Chris Connors' C&C 39 Shillelagh, where he earned a weird reputation early on for an incident involving an open mike and a set of bagpipes. And, oh yeah, so that Lola stays nice for her upcoming charter work, he lives aboard, too - on a different boat.



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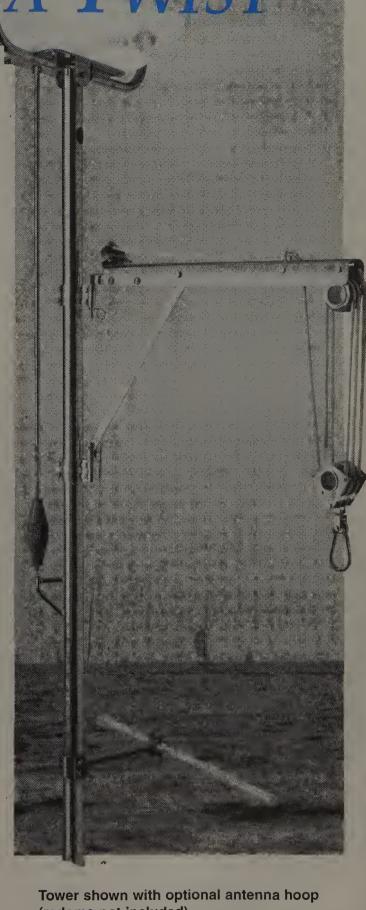
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everyone was eager to get the series back on track.

Given the 5-knot northwesterly at the 11 a.m. kickoff time, the race committee implemented 'Plan B' — start the race between two inflatables, and send the fleet upwind on a windward/leeward course to an inflatable (with a half mile

talked through this unique - and literally head-turning — starting sequence by race volunteer Matt 'The Soup Nazi' Jones, who also threw in bonus lectures about wind shadows, commercial traffic, and whatever else crossed his mind.

Ironically, the race committee's good intentions in sending the fleet north for turned into a reachathon, followed by a hundred-yard beat from the starting inflatable up to the normal finish line between the clubhouse and 'X'. It was an odd race course, and the general consensus was that the race should have been postponed pending the arrival of the westerly - and, in the interest of more



reliable wind, maybe even go back to the noon starting time next year.

Better yet, the Golden Gate YC should consider securing a committee boat and, with a follow-me flag and the usual radio chatter, taking the racers to whatever starting area is appropriate for the conditions. The club's traditional start/finish line works well in the summer, but severely limits their course options in the winter — and for the hefty \$80 entry fee, the highest midwinter tariff on the Bay, the racers deserve the extra effort. (Note

Mixed bag — 'Cipango' rumbles through the lee of 'Spindrifter' at the 'leeward' mark.

to Larry: How can a club that could well win the next America's Cup not own a committee boat? Please buy them one!)

With one more race to go (March 6) — and with the series now a four-race, no-throwout affair — most of the divisions are still up for grabs. Only two classes are locked up — Peter Jeal's *Polperro* has an insurmountable lead in

the Folkboats, while Bobbi Tosse's frisky Farr One Tonner *Bodacious* likewise has made dinosaur meat out of the IOR Warhorses. *Bodacious* sports the best record in the fleet — three emphatic bullets (by margins of 3:38, 5:56 and 4:18 over the next 'horse') — and has the inside track for winning the Seaweed Soup Bowl for best overall performance.

See www.ggyc.com for complete results of the February 7 experiment, cumulative series results, and more.

— latitude / rkm





Soup du jour, from top — 'Aleta' blows past the winning Folkboat 'Polperro'; the green J/120 'Mr. Magoo' is leading the PHRF-1 group; Eric Gray's unnamed Knarr; steering from the sunny side on the Islander 36 'Blue Streak'; and the Santana 22 'Nirvana' (#88) covers the little boat fleet from behind.





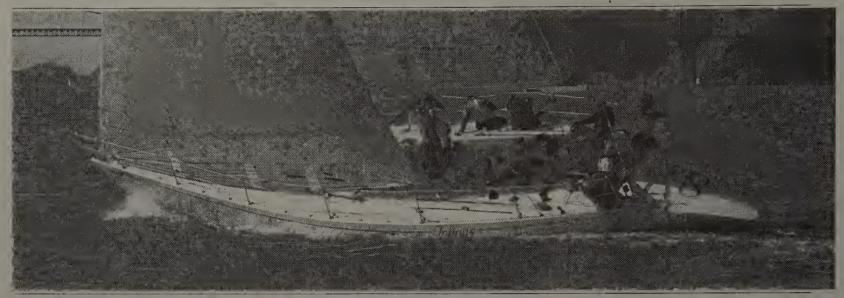




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GOLDEN GATE YC MIDWINTERS



PHRF I (<70) — 1) Q, Schumacher 40, Glenn Isaacson; 2) Mr. Magoo, J/120, Steve Madeira; 3) Outrageous, Olson 40, Malcolm Brown; 4) Sensational, 1D-35, Gary Fanger; 5) Tivoli, Beneteau 42s7, Torben Bentsen; 6) Sensation, 1D-35, Mario Yovkov; 7) X-Dream, X-119, Steen Moller. (13 boats)

IOR WARHORSES (21-66) — 1) **Bodacious**, Farr One Ton, Bobbi Tosse; 2) **Zamazaan**, Farr 52, Chuck Weghorn. (4 boats)

PHRF II (70-141) — 1) Uno, WylieCat 30, Steve Wonner; 2) Yucca, 8-Meter, Hank Easom; 3) Razzberries, Olson 34, Bruce Nesbit; 4) Two

Golden oldie — Gary Gebhard's pretty Holland 47 'Infinity' is part of the IOR Warhorse revival.

Scoops, Express 34, Chris Longaker; 5) Redsky, Olson 34, Brian Boschma. (10 boats)

J/105 — 1) **Alchemy**, Tom Struttman; 2) **Good Timin'**, Wilson/Perkins; 3) **Orion**, Gary Kneeland; 4) **Lulu**, Don Wieneke. (9 boats)

PHRF III (142-197) — 1) Jam Jam, J/24, Neil Ruxton; 2) Eyrie, Hawkfarm, Tom Condy; 3) Whitecap, IOD, Tom Allen; 4) Chorus, Kettenburg 38, Peter English. (9 boats)

CATALINA 34 — 1) **Wind Dragon**, Dave Davis; 2) **Casino**, Bill Eddy; 3) **Mottley**, Chris Owen. (7 boats)

KNARR — 1) Eos, Dimitris Dimitrelis; 2) Adelante, Grant Settlemier. (4 boats)

PHRF (>197) — 1) Crazy Jane, Thunderbird; 2) Carlos, Santana 22, Jan Grygier; 3) Fiddler's Green, Santana 22, John Slivka. (7 boats)

FOLKBOAT — 1) Polperro, Peter Jeal; 2) Thea, Chris Herrmann; 3) Windansea, Don Wilson. (6 boats)

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THE LATITUDE 38 INTERVIEW, PART ONE:

JIM GREENE

While in St. Barth this winter, we bumped into Jim Greene, who has done three circumnavigations on the same wood boat that wasn't designed for offshore sailing. The last two were with his Swedish wife Anna, on a budget so small it will stun you. How could Jim not be the subject of a Latitude Interview?

Longtime friends on St. Barth say Jim has mellowed since Anna and he had their daughter Tiki three years ago. That's probably a good thing, because on the morning of Jim's 60th birthday, we watched him jump overboard while singlehanding one of those lively TransAt 20 racing machines. "I'd lost my favorite hat," he later explained. "I was hoping that there wouldn't be a big gust while I was underwater, but if the boat sailed away, I knew I could swim over to your cat."

Confident, adventurous, and quick to laugh — that's Jim Greene for you.

How is it that a New Englander such as yourself came to the French West Indies? Had you been sailing all your life?

I became a sailor as an indirect result of my time in Viet Nam. I'd grown up on Shadybrook Farm in Dover, Massachusetts, and hadn't seen anything of the world before I went off to Viet Nam at age 19. That experience opened my eyes to the fact that there was more to the world than the farm I'd grown up on.

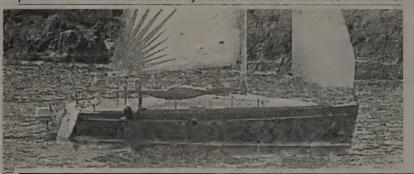
Did you have a horrible experience in Viet Nam?

It took me a couple of weeks to acclimatize to the heat and living in the grass huts, but I came to really enjoy it. (*Laughter.*) I was part of the Advance Team in '64 and '65, which is before all the serious shooting started. My job was to install switchboards and relay centers at bases in Viet Nam, Laos, and Thailand. There were two other guys and 24 Asian women who worked for me. The women spoke English and all the dialects of Southeast Asia so the base would handle all incoming calls.

So you were never involved in any shooting?

Once they tried to blow up a base I was at, so they asked me what I wanted in terms of a weapon. "Give me a grenade launcher," I told them. But I was there so early that hardly any of the Vietnamese had seen an American before. I'm embarassed

Jim, on his 60th birthday, having retrieved his favorite hat, struggles to pull himself back aboard the family's borrowed Mini-TransAt 20 liveaboard.



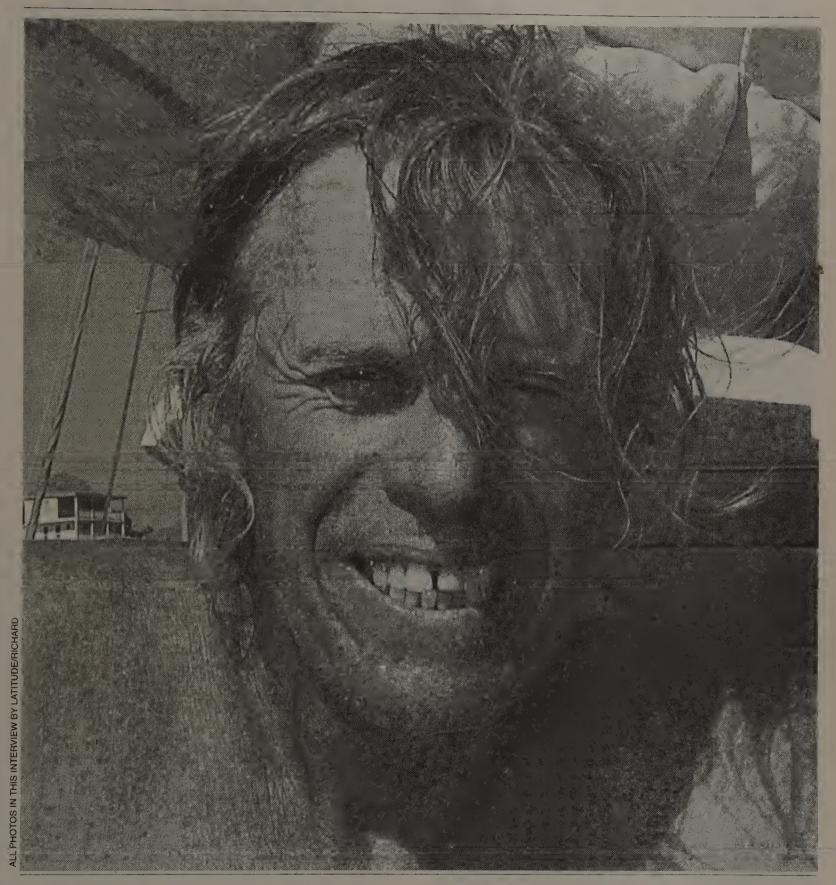
to admit it (*laughter*), but we did some really bad stuff. For example, we used to use Monopoly money to pay them for beers. Before each military supply plane flew down, they'd ask if we wanted anything, and we'd always have them send us another Monopoly game. We didn't make restitution for about six months. Each of us was issued six cartons of smokes per month in Viet Nam. Three cartons a month was all that was necessary for a guy to live and have his needs be taken care of — if you know what I mean.

So I really did enjoy it. At age 21, I came home a much more worldly guy, and was looking for a way to get back out there—without having to re-enlist! (*Laughter*.) Back in the states I got a great union job as engineer on a big steam shovel, and did that for two years. But this is when *The National Geographic* was featuring Robin Lee Graham sailing around the world on his 24-ft *Dove*. "I can do that," I said to myself. So even though I had zero sailing experience, my best friend and I decided to become partners in a boat. We didn't know what to look for, but he was 6'8", so when we found a boat with a rare 7'0" bunk, she seemed to meet our main criteria. (*Laughter*). I knew that the owner had taken delivery of a big new Hinckley, so I offered him a quarter of his asking price and told him we'd sail the boat instead of letting her rot away. The next day we had a deal.

This is the same boat you've done three circumnavigations with?

Yes. Tango II is a 9-Meter design, which means she is 43-ft long and was designed and built for racing in protected waters. She's just a little bigger than an 8-Meter and just a little smaller than the 12-Meters they used to race in the America's Cup. She's like a mini 12-Meter with a tiny cabin, and only has a beam of 9'3". She was designed and built by Bjarne Aas of Frederickstad, Norway — the guy who designed the IODs that are a one-design class on San Francisco Bay.

That's not the most suitable design for cruising around the world. After the first circumnavigation didn't you



consider another boat?

When we bought her, we didn't know that Meter boats sail with their rail under. Besides, my feeling is you go in the boat you've got. And she's a beautiful boat. Tango II has an interesting history, too. The yard in Norway started building her of cedar over oak in the '40s, but buried her in a big hole in the shipyard when the German troops approached. (Laughter.) After the war, they dug her up and finished her in 1950.

So you and your partner, having never sailed before, bought a 43-ft wood boat?

That's right. (Láughing.) I hired a sailing instructor, for one week, from the back of Sail magazine to teach me how to sail. He was dumbfounded that we'd bought such a huge sailboat without having a clue. He sat on my boat for the first three days while I sailed around her on his little Dyer Dinghy. "If you can sail this, you can sail any boat," he said. I could tell he knew what he was talking about, so I was happy to follow his instructions. The last four days we sailed Tango II. After those lessons, I practised by sailing the 20 miles between Plymouth and Provincetown on Cape Cod Bay. I'd sail over one day, then

the latitude interview:

back the next. After a couple of months, I'd picked up the basics, so Tom — my best friend and partner — and I took off for the Bahamas.

You went offshore that quickly?

There was no going very far out into the ocean for us, as we were too afraid! Plus dead reckoning was the extent of our



The two women in Jim's life: Anna, 'The Viking', his wife; and Tikopia, his three-year-old daughter, named after his favorite island.

navigation capabilities. Our big ocean passage was 45 miles from West Palm Beach to Grand Bahama. I knew the basics of sailing, but not much else, so it was only by the grace of god that we made it to the Bahamas. For example, we anchored on every lee shore of every island because we didn't know any better. Six months later we arrived in Jamaica.

Tom worried about a lot of stuff while he was on the boat, so he moved ashore. Over time, he became quite well known as 'Brother Love', and was very instrumental in the success of the Ethiopian Zion Coptic Church.

Is that a some form of the Rastafarian movement?

They're different from the Rastafarians because they don't believe that Haile Selassie was the God-Man. They also comb their long hair straight rather than let it grow into dreadlocks. They believe in doing 'God's work' — which to them means making sure that every man in the world has "a crocus sack of herb in his closet." (*Laughter.*) So it would be pretty safe to assume that over the years the church was involved in the exportation of herb, and that Brother Love . . . well, there's no need to go there. But he's been back in Jamaica for a long time, and both he and the church are doing fine. In fact, thanks to Brother Love's representation and guidance, they now own more land than the Jamaican government. That's my old boat partner for you!

I spent a year in Jamaica on *Tango II* as a guest at the Royal Jamaica YC, and every Thursday evening I took the American Ambassador out for a sail. I was adopted by the club's sailing commander, Dr. Roy Foster, a mulatto optometrist. He was an excellent sailor who had built a Laurent Giles designed 40-footer named *Carita* in his backyard — which he later sailed to victory in the Miami to Montego Bay Race.

After Jamaica, I sailed back up to Martha's Vineyard, where I got my captain's license. I started doing six-pack sailing charters there in the summer, charging \$25/person. I was the only boat doing it then, and I made a good living. You can't believe how many boats daycharter out of the Vineyard these days!

It's said that being a charter skipper is better than being

a lifeguard.

By far. By far! (Laughter.)

What was the next step in your sailing career?

Jim: By the late '70s, I'd built up enough confidence to sail offshore to Bermuda and then down to the 'real' Caribbean. I clearly recall pulling into English Harbor in Antigua in '79 and mooring next to Francis Chichester's *Gypsy Moth V*. Having sailed offshore to Antigua, I felt as though I had finally joined the 'club'. Sailing offshore is a totally different than along the coast.

Sir Francis Chichester had died the year before, so his son Giles had sailed the boat across the Atlantic. He and I shot the shit — and discovered that we'd both seen the same phenomena. I was four days south of Bermuda, sitting on deck with a friend at night, when suddenly our entire world lit up as though a giant flashbulb had gone off! It was brighter than day for about 10 seconds. Chichester was coming over from the Canaries, and saw it too, but only on the horizon.

Can you describe it in more detail?

It was like a giant fireball exploding over our shoulders, then there was a disintegrating tail that stayed illuminated for a while longer. It left a huge cloud. It was an honest-to-god phenomena, the only one I've ever seen. It had to have been a meteor exploding high above us, because we didn't hear a sound. It happened while I was in the middle of the 'Bermuda Triangle' — but I think all the stories about that place are a bunch of bullshit. (Laughter.)

Antigua's English Harbor has become one of the most famous yachting centers in the Caribbean. What was it like back then?

All that was there was the Admiral's Inn and a tiny place where you could get a drink and a hamburger. Joel Byerly was already there, and even in those days he was famous for racing with bare-breasted women as crew, and for his witty comments on the morning net. I also remember a guy named Sergeant King. He ran the harbor, and would just stand in the doorway of the Admiral's Inn shaking his little swagger stick.

There weren't a lot of boats in the Caribbean at the time, as the bareboat charter industry was in its infancy, so those of us with our own boats often sailed in company. One night *Gypsy Moth V*, another boat, and my *Tango II* all left Deshaies, Guadeloupe, for the 40-mile sail across the channel to English Harbor. We had the normal strong trades blowing at 25 to 30 knots, with big seas. *Tango II* came off one wave so hard that she flexed enough to pop her forward keelbolt, cracking the keel. The flexing also caused most of the paint on the port side of the hull to fall off, and a lower shroud to snap. (*Laughter*). Chichester kept going with *Gypsy Moth V*, but he later broke both his booms.

I was doing a lot of singlehanding and shorthanded sailing at the time, relying on my Hasler windvane. I still use the 16th windvane that Blondie Hasler ever built. After three circumnavigations and lots of other sailing, all she's needed since '76 has been three spot welds.

When did you start doing your circumnavigations?

Not for some time — although I got involved in a salvage that would pay for my first time around. While hanging out at English Harbor, Brother Love informed me that one of the Coptic brothers — he wasn't smuggling pot or anything — pitchpoled and dismasted his 40-ft ketch *Matilda*, and the boat was just sitting in a small Australian harbor with a government lien on her. Sensing an opportunity to make some money, I called the Aussie Consulate in Washington and told them that I'd get the

jim greene

boat out of the country if they waved the lien. They agreed. So I made arrangements with the yard, and with a shipping company to put *Matilda* on a ship from Newcastle to Hawaii. When I arrived to see the boat the first time, she wasn't in bad shape at all. Her Perkins diesel started right up because a kind man had been running her regularly.

To make a long story short, I got the boat to Newcastle, where I hauled her out to put her on a cradle that I built. Then I set her on the cradle, strapped her down tight, and put some slings on the cradle so it could be lifted. It all looked like a giant box when I put her, sitting on the cradle, back in the water to motor over to the ship for loading. "Oh Christ," the locals said, "the Yankees have arrived now!" (Laughter!) They couldn't believe it.

So did you hop on the ship with the boat?

No. I had eight weeks to kill because the ship wasn't going straight to Hawaii, so I flew to Hong Kong. After two nights of luxury at the Hyatt, I got a cab driver to find me a sea captain to rent me a little tin-roofed sampan to live on in Stanley Harbor. The guy and his wife and four daughters lived ashore, I lived in the sampan out back, but I ate dinner with them every night.

After staying with them for a couple of weeks, China suddenly opened itself up to foreign visitors for the first time. So I went to the embassy with my captain's papers and applied to be one of the first visitors. When I came back the next day, the guy was very excited. "Mr. Greenie," he said, "I've got you all set up!" I was incredibly lucky, as he managed to slip me in with a group of 70 Kiwis just one week after China opened up. After the guy gave me my papers, he said, "Your hair is very, very beautiful." I hadn't cut my hair since '66, and there was something the Chinese really liked about long hair. It wasn't a Haight-Ashbury hippie thing, but they really liked long hair.

Your hair is still pretty long.

Well, I still haven't cut it since '66! (Laughter.)

China was awesome! The Kiwi man I roomed with was married to a woman who had escaped China as a young girl. She wasn't allowed back, so I got her place on the tour. My caucasian roomate was fluent in Mandarin and Cantonese. In fact, he taught both languages in Auckland. During the day, we had to go on structured tours to communes and hospitals and stuff, but at night we were free to roam. So this guy and I would take a cab to the countryside and stop in the villages. We'd walk around, and naturally be followed by groups of Chinese, who kept saying stuff to each other that I couldn't understand. The Kiwi guy would keep quiet for about 10 minutes — then suddenly turn around and demand to know why they were calling us "foreign devils". It shocked them so much they froze. They thought they were going to be sent to the salt mines. But China was a fantastic experience!

As for the ketch Matilda?

When she arrived in Hawaii, the officials were very, very suspicious. But after several hours, we were cleared in, and I motored her to one of the marinas by Sand Island. *Matilda* stayed there for two years. In '81 I put her on a ship to Oakland, and then trucked her back to the East Coast. I think she'd been built by a Florida company called Westphail in the '60s. She had a solid fiberglass hull that was about 1.5 inches thick.

So what was your connection with St. Barth at this time?

While Matilda was in Hawaii, I'd sailed Tango II down to St. Barth, and stayed there until 1984. So I spent a lot of time on the island back when there weren't very many people, and long before it had become such a chic and popular destination.

What was St. Barth like then?

It had started to become a lively place, with lots of characters and people doing some interesting things. I'll just say there were a lot of unusually lucrative delivery jobs available out of St. Barth at the time. As such, there were lots of relatively young people with lots of money.

[Editors note: If the many stories are to be believed, still relatively sleepy St. Barth had become a mecca for pot smugglers. It's said that in the late '70s and early '80s, patrons at Le Select Bar — the center of social activity on the island for 50 years — were frequently offered \$15,000 to go a few miles over to Ile Fourshue and unload pot from freighters onto sailboats. And that anyone willing to sail a boatload of the pot to one of the Carolinas could clear \$250,000. Apparently there were lots of takers. Many weren't caught and got rich, but quite a few were busted and served terms — some of them quite long — in prison.]

You're not suggesting that you financed your first circumnavigation by smuggling?

No, no, no — I never smuggled any pot or drugs. While in St. Barth, I met an actress, and we dated for a few years. She had a friend who became interested in *Matilda*, and he bought me out over time. When I started my first circumnavigation, I still owned half the boat. When I got to Tahiti, I sold him another quarter, and when I got to Australia, he bought me out entirely. So selling *Matilda* is how I financed my first circumnavigation. Prior to that, I'd inherited some money from my father, most of which I used to have *Tango II* cold-molded at Concordia Yachts.

How did that work out?

She's been around the world three times since, and there still hasn't been any delamination. The cold molding process was featured in the October/November '84 issue of *WoodenBoat* magazine.

How much money did you spend on your circumnavigations?

During the first one, I had thousands in my pocket. But during the last two with my wife Anna, we did it on about \$1,000 a year.

You mean \$1,000 a month, don't you?

No, \$1,000 a year. It's not hard to do.

Tell us about your first circumnavigation.

I did it in three years and four months. After passing through the Panama Canal and almost reaching the Galapagos, my boat was hit by lightning. This knocked out my SatNav, which was the state-of-the-art electronic navigation back then.

Did you know celestial?

I'd taken a celestial course on the G.I. Bill when I got out of the military, but I hadn't finished it. Fortunately, I'd brought my sextant and books with me, so I tried to teach myself while underway. I started by trying to shoot the stars, but I didn't

"On the last two circumnavigations, Anna and I cruised on about \$1,000 a year. No, not a month, a year. It was easy."

know one from another, so I tried sunshots. At that time of year the sun was almost directly overhead, and you need at least six degrees from the zenith to get a good shot, so I couldn't get it to work. It wasn't until two weeks out of the Galapagos that the celestial sphere came into focus more me. (*Laughter*.) I'd keep reading about this 'celestial sphere' business and kept thinking, 'What the hell is that?!" But I finally got it. I remember

the latitude interview:

the day we made landfall at Marquesas, I took a noon sight and said, "We should be able to see the island now." I looked, and there was Hiva Oa! We were still a ways away, but I was so sure of my position that we kept right on going and sailing into the harbor at night. That wasn't very smart, but it worked out.

My crew got off in Tahiti, and I continued on to Samoa singlehanded. Almost all the cruising boats go from Samoa to Fiji, to Tonga, to New Zealand — the 'Milk Run'. I've never been to those places, because I wanted to go to places suchas New Guinea, and particularly Rabaul, where there was lots of volcanic activity. There was a rock in the middle of the Rabaul called the 'beehive', and the legend was that when the rock fell, the whole place would blow. And they were right! (Laughter.) When I came around on my next circumnavigation to visit Rabaul again, it had been blown away.

Was it a rough circumnavigation?

No, it was easy. The toughest part was the Bligh Channel through the Torres Strait. I was alone, the tides were 20 feet, there were reefs everywhere, and the water was muddy from all the river water coming out of New Guinea. Plus, the SatNav only provided a fix every six hours. But I made it.

After stopping at Darwin, I sailed to the Chagos Archipelago in the middle of the Indian Ocean. It's very popular with cruisers now, but at the time the original residents had only been displaced a few years before, so there were only about two boats there. It was great! I continued on to the Seychelles, and then Comoros Island, an ancient place off the coast of Mozambique.

So you went around by way of South Africa?

Yeah, I continued on to Richard's Bay, then Durban. At the time I had a non-sailing friend named Randy with me, and a running backstay block exploded in my face, injuring me pretty badly. I was totally out of it, and just then we had some really rough weather — a classic southwest gale against the powerful Agulhas Current. When we finally made it to port, Randy hit the dock running and didn't look back. Five days later I got a postcard from him — he was staying in a hotel just two blocks away! (Laughter.) He said he just couldn't face me. I told him he was forgiven, no problem.

That's known as the Shipwreck Coast, and it's really nasty, isn't it?

Cruisers will tell you that the southeast coast of Africa is one of the roughest and most dangerous parts of any circumnavigation. I think it's one of the easiest because they have such excellent weather forecasting, and because it's never more than 200 miles between shelters — and usually a lot less. After a nasty front, you always get wind from the northeast, which is perfect for running down the coast. It's not dangerous if you just follow the weather forecasts and plan carefully.

It's the same thing for getting around the tip of South Africa. Although I've gone around that way twice, I've never stopped at Cape Town.

"With the SatNav knocked out by lightning, I tried to teach myself to shoot the stars, but I didn't know which star was which."

Although I've circumnavigated via South Africa twice, I've never taken my boat into Cape Town. Cape Agulhas is the real cape you need to get around at the very bottom of Africa. Once I did that, I'd pull into a little harbor just to the east of Cape Town, and take a truck in to do my clearing for St. Helena.

Once I was cleared, I'd call the airport every day, and when there was a southeaster, I'd take it and sail right past Cape Town into the open south Atlantic, where before long the winds were moderate and consistent. It took me 17 days to reach St. Helena. After passing through the doldrums and catching the northeasterly trades from Europe, I arrived in St. Barth 32 days later.

You always come back to St. Barth?

Yeah, because I'like the Bartian people — or whatever you call the locals. They're the best. And there's no crime.

What did you do after your first circumnavigation?

I continued back up to Martha's Vineyard in '89, and then sailed back to St. Barth in the fall of '90. By this time St. Barth was really changing. The Americans were coming down and spending lots of money, which was great. But the French started to come in and take charge, which wasn't great. That's why the Bartians love Americans and don't like the French — even though they technically are French.

Anyway, I went into Le Select Bar one day, and invited everyone to come for a sail — including a young Swedish girl named Anna, who'd arrived on the island a short time before, and was cooking cheeseburgers at the Cheeseburgers in Paradise part of Le Select. I got to know her a little, told her that I was sailing around the world again, and asked her if she wanted to come along. I told her that if she didn't like it, I'd fly her back from Panama. She said she wanted to come along. I was 47 and she was 21. We've been together ever since, including two circumnavigations, and now have a three-year-old daughter named Tiki.

Had Anna ever sailed before?

No, but she loved it! Wait, a minute — I just realized that I met Anna 13 years ago today!

Wow. How was the second trip different from the first? I didn't want to go to the French Islands, so we visited the Galapagos and then sailed 40 days to Suvarov in the Cook Islands. What fantastic tradewind sailing we had! I think the sailing and cruising in the South Pacific is the best in the world.

You didn't have much money for the second and third circumnavigations?

Anna assumed I had a lot of money because while we were in St. Barths I was buying her champagne and stuff to get her to come along with me. (*Laughter*.) But on our way to Suvarov, she asked me about money and I told her everything we had was in the chart table. She was pretty concerned after she looked and only found \$148. (*Laughter*.)

You had less than \$150 to start a circumnavigation!?

Yes. (Laughter.) But like I told Anna, I knew something would happen, there would be a shipwreck and we'll get salvage work or something. Not three days later, a guy named Fred Williamson from Northern California pulled in to Suvarov and dropped the hook from his brand new Cheoy Lee 53 motorsailer. He was delivering her from Asia to San Francisco himself. There was a short circuit in the main salon the next day, starting a fire, and the boat burned to a little bit above the waterline. From the knees down, she was in perfect shape, but the rest was destroyed. The insurance adjuster came out to Survarov it was a long and hard trip getting to such a remote place and we became friends. He didn't mind that Anna and I came away with six D batteries, a couple alternators, four self-tailing Lewmars, 200 gallons of diesel, 150-ft of half-inch chain, and an entire freezer of frozen food. So that basically paid for our circumnavigation.

That salvage was enough?

Sure. We were already halfway across the Pacific and hadn't spent a cent. Then we continued on to Tikopea, which didn't

jim greene

have any stores or even money, then we did a 32-day trip to Micronesia, and didn't spend anything there. Finally, we cut between the Solomons and New Guinea to get to Rabaul, and couldn't spend any money there because it had blown up. In the 3.5 years it took us to go around the second time, we spent about \$4,000, so yeah, the salvage pretty much covered it.

You can be thrifty.

You don't have to spend much money. Since Rabaul wasn't there anymore, we pulled into a place in New Guinea called something like Putt-Putt Harbor, where there was a logging business with a company store. When we got to the store, everybody got out of our way and insisted that we be first in line. This was a place with lots of natives with feathers in their hair and that kind of stuff, and they were hanging from the trees, curious to see what we Americans would buy. We bought four rolls of toilet paper and one Coke. (*Laughter*.)

Another time we were by the equator on our way to Yap. It was flat calm and very hot, so when I saw a purse seiner I called her on the radio. When they asked what I wanted, I told them a cold beer. "The captain is sleeping," they told me. Just for the heck of it, I turned the radio back on an hour later — to hear the captain trying to call us. "What's your problem?" he asked. "We don't have one," I replied. "We're just thirsty for a cold beer." It turns out he was from Brest, France, where his family owned a 10-Meter that naturally looked like *Tango II*. So when he saw our boat, everything changed. He stopped the purse seiner, ordered one of the net boats launched, and sent over a case of ice cold Tiger Beer and such a big albacore from

the flash freezer that it nearly knocked me over! We gave them our boat brochures and stuff, and their crew was all yelling and laughing. Anna and I just sat there, each of us drinking an icy six-pack, while motoring along in the heat of the equator.

It probably didn't hurt that those guys hadn't seen a

"The natives were hanging out of trees curious to see what we Americans would buy. We bought four rolls of toilet paper and a Coke."

woman in a while.

(Laughter.) Oh yeah, and 'The Viking' was looking good, too. They loved her! 'The Viking' — that's what Marius calls Anna.

Since you brought up Marius, the 80-year-old owner of the 50-year-old Le Select Bar, tell us about 'shooting the bee'.

When I arrived at St. Barths from Bermuda many years ago, Eddy, one of Marius' sons, was running Le Select. I could be kind of wild in those days, and I threw Eddy, who is about a quarter of the size of me, out from behind the bar, and proceeded to give away all the drinks for the rest of the night. To cap off the night, I climbed on top of the bar and dove off. While in the middle of the dive, I grabbed, with my mouth, this stupid inflatable mosquito that had been hanging from the ceiling of





the latitude interview:



Shoot the bee with a cork, win a bottle.

the bar for a couple of decades. I was drunk, but I can still remember how disgusting that thing tasted. (Laughter.)

When I showed up the next day to pay my friend Marius \$600 for all the drinks I'd given away. he didn't care much about the money, but he was really upset that the old plastic mosquito was gone. So when I got picked up by my girlfriend's limo in New York the following week — I was dating The Actress at the time — the first place I had the driver take me was to FAO where Schwartz. searched for an inflatable mosquito. They didn't have any, so I bought this bee figure about the size of a volleyball. When I brought it back down to Marius and we were putting it up on

that I thought anybody who bought a bottle of champage and could, while standing in the doorway, hit the bee with the cork from the bottle, should get a free bottle of champage. Marius said it sounded like a good idea to him, so that's how 'shooting the bee' got started.

When is the last time anybody tried it?

We were doing it two nights ago. And we're going to be doing it again on Saturday night, which will be my 60th birthday. We didn't do it last night. because we were doing just plain drinking Le Select, having 'ti punch with 'Mr. B'.



The bee 'shooting gallery'.

[Editor's note: 'Mr. B' is Jim's nickname for singer Jimmy Buffet, who has been closely associated with St. Barth for more than 25 years, and is close

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the ceiling above the bar to replace the mosquito, I told Marius

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jim greene

friends with Marius, Eddy, Jim, and most every other character on the island.

B was looking pretty slick last night. He was happy too, because he told me he had just signed a deal to play two dates at Fenway Park this fall. The only other musician to have played there is Bruce Springsteen. Wait, I maybe shouldn't tell you that.

This interview won't come out for several weeks.

Then no problem, it will be public knowledge by then.

So you met The Actress through Jimmy B?

Sort of. She was an old friend of Jimmy's, and there was a party on the island one night, and this woman said, "I don't think I know you". That was Elizabeth. I had no idea who she was or what she did. We chatted that night, and the next day we both just happened to be flying to St. Martin on our way to flights to New York, and we met again. So we went over to Chesterfield's Bar in Phillipsburg, and drank champagne waiting for our flight. She suggested I stay with her in New York. She had the limo stop to pick up a pizza at her favorite place in Manhattan, and when we came out with it, some woman and her daughter asked The Actress for her autograph and to have their photo taken with her. This is when I realized that something was up. I was still thinking that I ought to go to Martha's Vineyard, as I had things to do there, but The Actress persisted. And she had a great line: "How often," she asked me, "do you get a chance to fuck a movie star?" That's a direct quote! (Laughter.)

Instead of going to The Actress's apartment, we took a room

at the Carlyle Hotel for a week. It was great! We hung out together for a couple of years in the early '80s when she was in a bunch of movies with people like Burt Reynolds and James Woods, and she was on Saturday Night Live and all that stuff. I used to go to movie sets with her, where I called her 'The

"How often," 'The Actress' asked me, "do you get a chance to f--k a movie star?" And that's a direct quote.

Actress', and everybody called me 'The Captain'. In one Broadway role, Elizabeth did eight shows a week for 18 months — a total of 1,180 shows. She won a Tony Award for another part. You can't believe the desire it takes to do something like that.

Anyway, I'd vaguely known Jimmy B from bumping into each other around the island for a couple of years, but after The Actress and I got together, Jimmy and I became pretty good friends. In fact, on my 40th birthday, Jimmy, his pilot Larry Gray, and I were at the Auteur de Rocher nightclub above Lorient that he had a small interest in. There were only about 20 people there, but we were in a real party mood. So Jimmy got 40 bottles of Cristal champagne, one for each of my birthdays, and lined them up. He sang and we danced all night,





jim greene

and proceeded to drink all 40 bottles, finishing the last one off about 8:30 the next morning. Then we staggered down the hill. It's my 60th birthday tomorrow, but I don't think we'll be lining up 60 bottles of Cristal. None of us can do that anymore.

"On my 40th birthday, Jimmy B lined up 40 bottles of Cristal champagne at the Auteur de Rocher. He sang and we danced all night, and we finished off that champagne."

[Epilogues: 'Jimmy B' has a song called Auteur de Rocher about "old St. Barth" on a recent album. The nightclub burned about a dozen years ago, and has been a charred shell ever since. It looks as though it's going to stay that way, because it's one of several parcels that David Letterman, who keeps a house on the island, has bought to keep 'green'. Larry Gray, 'Jimmy B's pilot of many years, and a much loved individual, was killed last fall in an airplane accident. In addition to being a pilot, Gray did fireworks shows. His remains were brought to St. Barths, and Jimmy B and many others returned to the island to pay their respects. Gray's ashes were mixed in with some of his fireworks and exploded over the waters off St. Barth.]

Let's get back into the Pacific and how you turned your salvage operation into money.

Anna and I just had a big yard sale in Samoa. We made about \$3,000. One of the things we kept from the wreck was a GPS, the first one l ever owned.

Did you and Anna take the same route across the Pacific? Pretty much. We went up to Yap, through the Phillipines, the South China Sea, and to Nat-Steel Marine at Changi on the eastern end of Singapore. Nat-Steel is the only place in that part of the world to leave a boat. We had no money when we got there because we'd provisioned the boat for the rest of the trip, and because we'd bought plane tickets for Anna to fly to Sweden and me to Martha's Vineyard. We were so poor that I couldn't even take a cab to the airport to see Anna off. I had to ask the yard to haul my boat and let me pay when I returned. They said no problem.

Here's some advice for your readers. When you do a circumnavigation, it's a really good idea to take a break when you get halfway around the world. People need to go home and work a little or see their families for awhile. If they don't, they don't'seem to enjoy the second half of the circumnavigation as much.

Speaking of 'breaks', we're out of room and will resume this interview next month.

Incidentally, Jim asks that all his old friends contact him at tikopia@gis.net.





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ISLA ISABELA

Is that a dead man?" I asked out loud. I saw something odd floating in the distance, but I wasn't sure what it was. Rennie, Anne, Greg and I were sailing on *Cassiopeia*, a Swan 65. There was no land in sight and we were headed towards Isla Isabela. I shimmied my way up to the bow and saw that we were headed right for the floating carcass!

The deceased lifted up his head and looked at me. His back was a carapace. It was a turtle! I started screaming, "Turtle! Turtle! Turtle!" Normally, I would have photographed such a moment, but

During their mating ritual, giant frigates pump up their chests to be noticed — looking a bit like they're flying their own personal chutes.

the turtle was about to become turtle soup.

We were headed right for it at eight knots! I imagined what the enormous leatherback must have been thinking: "Here I am peacefully floating in the middle of the ocean and a freakin' 65-ft ketch is headed straight for me." Maybe the turtle wouldn't have known it was a ketch.

"Starboard! Starboard! Starboard!" I wailed. (If the truth be known, I actually screeched, "Right! Right! Right!") Rennie reacted quickly and veered off our course. Unfortunately, it wasn't fast enough. The turtle whacked into the hull with a giant thud.

"We hit a turtle!" I cried, devastated.

"Don't worry, we didn't hurt him," Rennie said, pointing just aft of the boat. I glanced over the transom in time to see the turtle poke his head up. I wish I could have flipped him a couple of aspirin. The aquatic reptile gave us a well-deserved dirty look. If turtles could talk, he would have cussed us out.

I sulked. "Can we go back and see if he is okay?" I asked Greg.

"We don't have time." Greg said. He was right. We had to drop the hook at

Isla Isabela before nightfall.

"You wouldn't hit a dog and just drive off." I told Greg. At that point my logic was gone — my words were raw emotions. The word "turtle-killer" may have slipped out of my mouth, but I didn't mean it.

Greg explained to me that if the turtle had hit the prop, we would have heard it. Since he just ricocheted off the side, the turtle would be fine. "That's what that

tough shell is for," Greg advised me.

"Nature gave the turtle a chitinous shell to protect it against 80,000 pound boats?" I was being a smart aleck, but there was no time for my sarcasm. We were being surrounded — by turtles.

"There's another one!"
Rennie hollered. Cassiopeia changed course again and this time we avoided clobbering a turtle. I did a little celebration-of-life dance

and Rennie put himself on 'turtle watch'. Anne made the snacks, as being on turtle watch makes you hungry.

The sea was calm and the turtles looked like oversized floating coconuts. *Cassiopeia* weaved through the pod of turtles like a drunken old lady, crisscrossing the rhumbline as if she were a seamstress trying to stitch the ocean together. Later I learned that a group of turtles can be referred to as a bale, dole, nest or turn of turtles, but not a pod.

As we got closer to Isabela, the marine life exploded. It was as if the ocean couldn't contain its own abundance. Fish flopped out of the sea and dolphins raced around the hull. A huge manta ray leaped out of the water and crashed into the ocean like an out-of-control flying marine saucer.

As soon our heading stabilized, Greg had an idea. "Let's turn off all the electrical instruments and figure out where we are going with the sextant." (I think guys like sextants because of the first part of that word.)

Captain Rennie, however, didn't like the idea of turning off the GPS. "How about if we leave the instruments on and you just don't look at them," Rennie offered. It seemed fair enough.

Still, I wasn't easily sold on the celestial navigation idea. "Are you trying to



Both fearless and curious, blue-footed boobies sometimes come aboard yachts — presumably to check out the lunch menu.

turn something easy (navigation) into something hard?" I asked.

"It will be fun!" Greg insisted. "Besides, you should know how to navigate by the sun and the stars. What if there is a big war and the government turns off the GPS. Wouldn't you still want to sail?" For the last 30 years Greg has been preparing for the apocalypse. I bet if you look in his garage, he's got an ark that he's been refurbishing in case the polar caps melt.

Once again, I succumbed to logic and



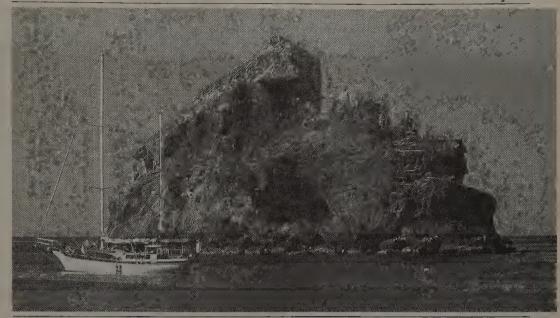
— AN EXPLOSION OF WILDLIFE

Greg dug the sextant out of its dusty box. "It's only been during the past 15 years that sailors have relied on GPS," Greg reminded me.

Greg brought out a celestial navigation book fatter than an unabridged dictionary. I was hoping he was going to use it as a booster-seat, but my worst fear was realized — that big book with little print was the main text for my impromptu class.

James Lawrence said, "Navigation is easy. If it wasn't, they wouldn't be able to teach it to sailors." James never met me. I'm a simple girl, and I'm very fond of the uncomplicated digital display of GPS.

But the more I thought about it, the more the idea grew on me. Celestial navigation is as uncomplicated as you can get — you don't need any electronics. It's not difficult to figure out the boat's unknown position (where the heck are we?) from a known position (like that island over there). Greg was right when he said, "Understanding celestial navigation will



make you a better sailor."

"Okay, teach me." Now I was eager to

"I have to figure it out first," Greg said.
"You don't know how?" I asked, astonished. Greg's an Eagle Scout, which means he pretty much knows everything.

"No, we'll learn together." Greg said. Ironically, the island we were trying to find without GPS was the very island that was in the wrong place on the chart.

Stumbling across Isabela is like discov-

A natural wonderland, the rocky outcroppings around the island abound with life both above and below the surface.

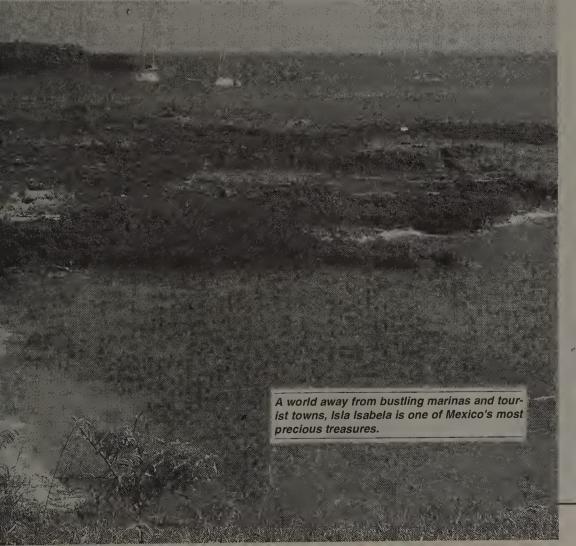
ering hidden treasure. According to the *Yachtsman Chart Book*, "Isla Isabela is one mile farther SW than shown on [the] chart." That's sailor lingo for: we know where it is — but it's not where we put it on the chart.

After a crash-course in celestial navigation, Greg calculated that we were only eight miles away from where we actually were. So between the chart, which we weren't supposed to use for navigation, and the GPS, which we weren't supposed to look at, and the sextant, which hadn't seen daylight in a decade, we miraculously found Isla Isabela. As the old saying goes, "A true navigator doesn't search for an island. He points his boat in the right direction and the island comes to him."

¹ I've sailed in Egypt, France, Alaska, Mexico, Costa Rica, Panama and much of the Caribbean. The anchorage at Isla Isabela is the most dramatic I've ever seen. The 150-foot towering rocks called "Los Manos" take your breath away.

A day sail from San Blas, Isabela is a tiny uninhabited island 17 miles off the Mexican coast. It's a craggy caldera that has been taken over by birds and lizards. Over the years, the sea fought its way through and made a nice cove for sailors. Isabela is the closest thing you can get to understanding how the New World must have looked five centuries ago.

Thousands of birds catch thermals and swirl over the island like something out of an Alfred Hitchcock movie. This island's for the birds. The ex-volcano is loaded with frigates, gulls, terns, boobies, cormorants and lizards that I'm not smart enough to know the names of. The frigates hoot and puff out their scarlet pouches as part of their mating ritual.



ISLA ISABELA

Those birds are some sex-starved feathered vertebrates. I guess that is what happens when you're stuck on an island - slim pickings. The primal mating-rituals make the males look like they swallowed a red balloon that's about to burst. Or it looks like the frigate just set its own chute.

If the birds don't scare off boaters with the stench of their daily droppings, they organize a daily honk-off to see who is the loudest. If I wasn't sure that I was anchored off an island, I would have thought I was stuck in traffic.

Ireg and I decided to jump off Cassiopeia and go snorkeling before sunset. That's when I swam into Heidi Fults, the adorable seven-year-old sailor from Lumuria. The Fults family is my favorite boating family.

Suzanne and Greg Fults have fantasized about sailing off into the sunset since they got married in 1985. The Fults made their dream a reality when they moved their family of five aboard their Beneteau 444. Some called them crazy; I call them courageous.

The Fults pulled their kids out of the

Newport Beach school system and set sail for Mexico in October 2003 with the Baja Ha-Ha cruiser's rally. Now the Fults' kids, Kyle, 13, Cory, 10, and Heidi, 7, are learning how to identify fish and open coconuts, in addition to their regular school lessons.

I was snorkeling next to Heidi at Isabela when she was stung by a small jellyfish. She popped her head out of the water and said: "Dad, can you get me some sand?"

Greg, her dad, dove to the bottom and emerged with a handful of the ocean's



— AN EXPLOSION OF WILDLIFE

bottom for his little girl. Heidi rubbed the coarse sand on her arm until the sting went away. Then she continued to snorkel like nothing happened. What a cool kid!

Greg and I continued to feed the fish — they plucked the delicious goodies right off our fingertips. Why do humans always give animals the best food? The fish got scallops seared in butter and later that night we feasted on canned peas.

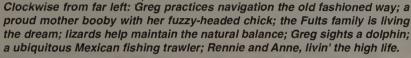
I'm always a bit wary snorkeling off Isabela. The first time I was at the is-

land, in 2001, a panga almost ran me over. The local driver was horrified to realize that his prop came so close to me it ripped my fin off. At least I learned what my life was worth. He gave me four lobsters and a sincere apology. And my fin has an impressive gouge in it that's like a cool scar, without the pain of stitches.

Some people fear moving pangas, other people fear stationary rocks. I've heard sailor's gossip about having trouble anchoring at Isabela. I think it's a bunch of hooey. I've been to Isabela a few times, and I've never had an issue.

But I don't mind keeping the rumor alive, if only to preserve Isabela for the truly adventurous. As long as you are cautious there is nothing to fear — except a really big rock in the middle of one of the anchorages. But it's easy enough to avoid in daylight.

After a peaceful night's sleep, Cassiopeia's crew sipped coffee in the cockpit and watched a billion stars fade into a crimson sunrise. Then we set out to explore the interior of Isabela. Perhaps









ISLA ISABELA

Suzanne Fults said it best: "It's just like being in Jurassic Park, without all the scary dinosaurs."

If you could lose your sense of smell, Isabela would be paradise. It's a stinky place, but after a few days your nostrils grow numb to the stench of the bird

Hiking through the banana groves, I realized that the island's birds have no fear. Like the Garibaldis, they seem to know they are protected. We explored the island, made bird calls and waddled around after the fluffy baby chicks.

Apparently we arrived on the island when the birds were having a blue-footed boobie convention. Their legs were such a vibrant blue, it seemed as if they must spend their days smashing grapes.

After we took the "hike" to Crater Lake, I was reminded once again that: "It's the journey." Crater Lake was covered with a thin mucus of bird crap. Even the most rebellious teenager (on a double-dare) wouldn't jump into that stagnant body of water. The lighthouse hike was much better. At least that's what Greg said. He was the only one brave enough to scale



the steep rocks.

This was Rennie and Anne's first time to Isabela and they were both amazed and impressed. "I hope they never put a Port Captain's office here," Rennie said. When you find a gem like Isabela, you want to preserve it for future generations.

After hiking around the island, I joined the Fults family aboard Lemuria. Suzanne told me that she loved cruising with her family, but she had one wish. One day she wanted Lemuria to be the only boat anchored off an island. I looked at the other five yachts in our anchorage. I wished I could make them all dis-

At sunrise, I was surprised to find that Cassiopeia and Lemuria were the last two boats anchored off Isabela. The other vachts had sailed out under the cover of darkness. The Cassiopeia crew quietly pulled up the anchor, and set sail for a new destination. I smiled as I snapped photos of Lemuria, finally alone in their own Mexican paradise. I only wished I could have seen their faces when they woke up.

- cherie sogsti



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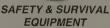


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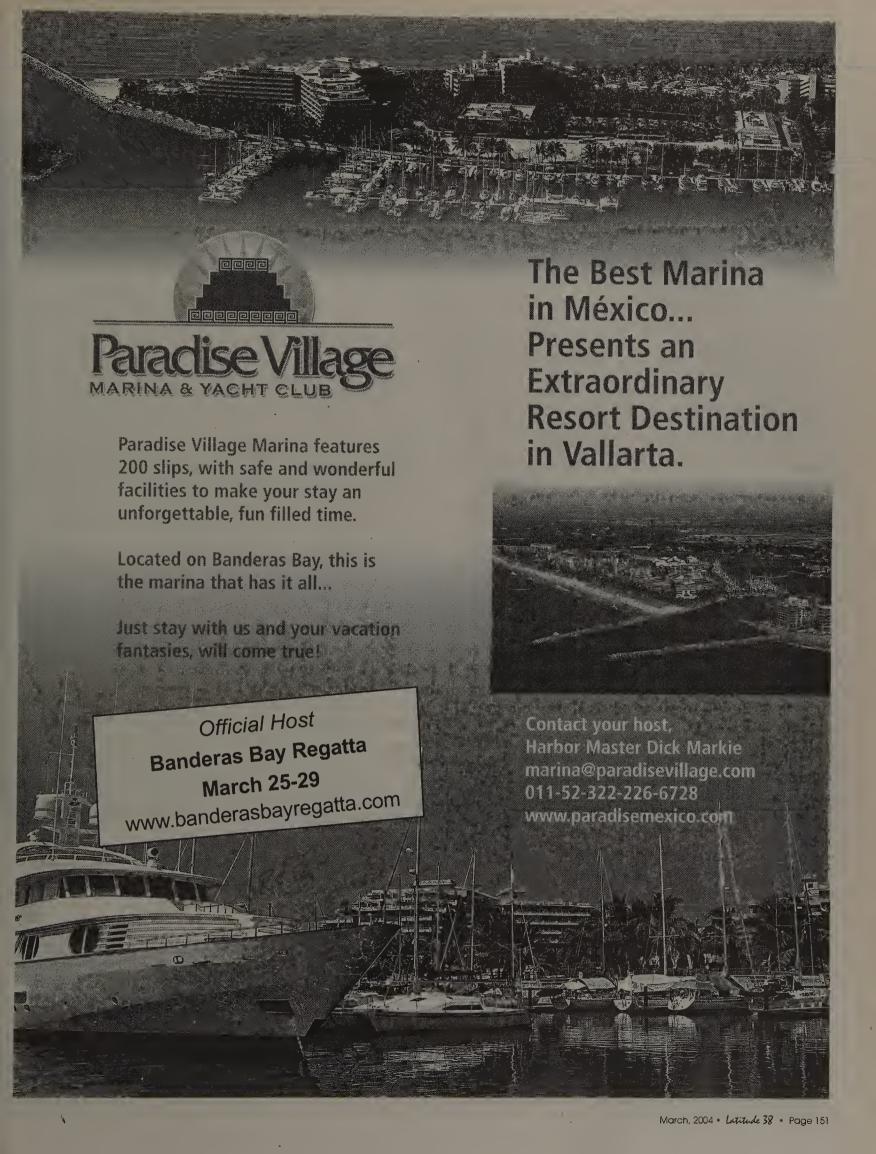


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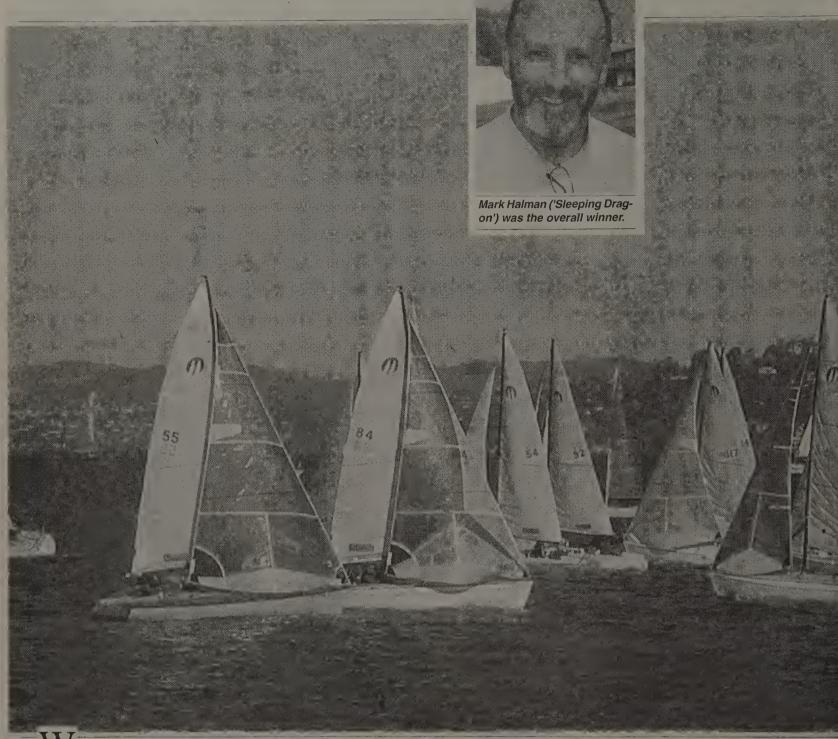
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THREE BRIDGE FIASCO



we dragged our 76-year-old mother — out here from chilly Mystic, Connecticut, for her annual visit in late January — with us to watch the start of the Singlehanded Sailing Society's 21st annual Three Bridge Fiasco. At the 9:30 a.m. kickoff time, 246 shorthanded boats — a stellar tumout, just shy of the '94 high of 253 starters — milled around off the Golden Gate YC. It was a beautiful, sunny winter day, with a crisp 10-knot northerly blowing — seemingly more than enough to propel the fleet around the 21-mile course against a building 3.5-knot ebb.

Mom, who has been around boats most of her life and still serves occasionally on her yacht club's race committee, was brimming with questions. "Why aren't there guns and signals every five minutes?" "How do you know when to start?" "Why are the boats going in different directions?" "How can the race committee keep track of this mayhem?" "What does this race prove, anyway?" "Is this how you do things in California?"

We patiently explained that the Fiasco was a wildly popular midwinter pursuit race, the second largest event on the Bay after Vallejo; that picking which direction to round the three marks (Blackaller Buoy, Red Rock and Treasure Island) was part of the fun; that the race committee videotapes the proceedings and usually can figure out what happened; and that the whimsical race involves

equal doses of luck and skill, making it more amusing than meaningful — i.e., it's basically a fiasco.

"I still don't get it," she maintained.
"This is the weirdest thing I've ever seen."

We couldn't really argue with her, though — and, if anything, this year's Fiasco was weirder than usual. Three-quarters of the fleet picked the wrong way to go, heading to Blackaller first on a clockwise circumnavigation of the Bay. As the wind faltered and the ebb picked up, the majority of this fleet stalled out in Raccoon Strait. A bunch of well-sailed boats — among them, the 8-Meter Yucca, the Schumacher 28 After Math, and the

— ENTER THE DRAGON



First doublehanders and second overall — Vaughn Seifers (left) and Nick Nash of the Moore 24 'Sparrowhawk'. Photo by Les Durfee.



Ron Kell was third overall in his Express 27 'Abigail Morgan'.



Jungle ball — The Moore 24s take off in each direction, with 'Sparrowhawk' (#65) leading the pack towards T.I. Photo by Phil MacFarlane.

turbo Hobie 33 *Enzo* — ran aground trying to dodge the current, and eventually 115 boats quit the race in frustration.

Meanwhile, the contingent that went to Treasure Island first was racking up the miles. Vaughn Seifers, age 32, and his friend Nick Nash, 24, led the charge in that direction aboard Seifers' Moore 24 Sparrowhawk. "We felt that the morning breeze was temporary, and that getting around T.I. before max ebb was key," said Seifers, who works with Nash' (and several other prominent sailors) at Andy Hall's private label blending company in Oakland. "From there, we sailed right

next to the end of the Berkeley Pier, ducking into the Flats for the beat up to Red Rock."

"Downwind, we lost the lead briefly to sisterships *Eclipse* and *Mercedes* after Raccoon Strait, but then they sailed too close to Sausalito," continued Seifers. "We stayed on the other jibe, aiming for Emeryville and playing the puffs. We watched Mark (Halman) go right through us to leeward, but there wasn't much we could do about that. Nick and I were really happy to do so well — it gets our Roadmaster Series, which even goes up to Whidbey Island Race Week this year, off to a great start!'

British ex-pat Mark Halman, sailing his Hobie 33 Sleeping Dragon, was first to finish, topping the 33 singlehanded entries and winning the race overall. Like fellow Richmond YC members Seifers and Nash, Halman sailed a counterclockwise course. "The biggest gainer I made was by taking the corner of T.I. wide," said Halman, a retired semiconductor engineer. "I had the kite up and down four times during the race — the foædeck was a real mess! I was also low on battery power, so the Autohelm was acting funny. I used it sparingly, and also turned off all the other instruments to conserve power."

Halman passed *Sparrowhawk* a mile before Blackaller Buoy. With a westerly filling in and the flood beginning on the beach, Halman didn't press his luck by

THREE BRIDGE FIASCO

setting his chute again. "I knew no one was coming from the other direction, so I just poled out the jib to the finish," he said.

Sleeping Dragon finished at 3:36:33 p.m., followed closely by doublehanded winner Sparrowhawk at 3:38:42. The Express 27 Abigail Morgan, sailed by owner Ron Kell and Peter Hogg, was third to finish at 3:40:18. Fourth in, and the first multihull, was Lee Garami's F-24 Triple X at 3:41:50. The course record of 2 hours, 17 minutes, set by the Antrim 30+ Erin in 1994, was never remotely threatened. The majority of the

115 finishers came in within the next hour, finishing quickly in the westerly.

All in all, it was a pretty good Fiasco - not the biggest or fastest one, just a pleasant sail involving some challenging choices. Human nature being what it is, we noticed that people's opinions of the day were influenced by their finish: those who went counterclockwise claimed it was a great race, those who went to Blackaller first before going counterclockwise thought it was an okay race, and those who went clockwise. . . well, they lost, so why should we listen to them?

We don't have anything like this in Connecticut," Mom noted, still struggling to get a grip on the Fiasco. "It probably wouldn't work anyway - it's too strange and unstructured."

Only in a place like San Francisco, we agreed, could a race as off-the-wall as the Three Bridge Fiasco prosper. We started to point out that the Fiasco, in a single nautical nutshell, embodies everything we love about living here as opposed to back East - but thought better of it.

- latitude / rkm

DH-MULTIHULLS - 1) Three Sigma, F-27, Chris Harvey; 2) Freedom, C-Class Cat, Bill Erkelens, Sr.; 3) Wingit, F-27, Ray Wells; 4) Triple Play, F-31, Richard Keller; 5) Prime Directive, F-31, Dave Gilman. (14 boats; 5 DNF)

DH-I (111 & UNDER) - 1) Auspice, Schumacher 40, Jim Coggan; 2) Elan, Express 37, Bill Riess; 3) Dayenu, J/120, Dennis Jermaine; 4) X-Dream, X-119, Steen Moller; 5) Sceptre, J/130,

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| Year | # of Boats | Doublehanded Winner |
|------|------------|---|
| 1984 | 40 | Aurora, Ranger 28, Susan Vaughn |
| 1985 | 42 | Wizz Lass, Tartan Ten, The Jacksons |
| 1986 | 67 | Wildflower, Cal 27, Brian O'Donoghue |
| 1987 | 77 | Rolling Stone, Burns 35, John Robinson |
| 1988 | 80 | Quest, Olson 30, Chuck Van Schalscha |
| 1989 | 125 | Ozone, Olson 34, Carl Bauer |
| 1990 | 149 | Mr. McGregor, Wylie Wabbit, Kim Desenberg |
| 1991 | 145 | Aotea, Antrim 40, Peter Hogg |
| 1992 | 130 | Aotea, Antrim 40, Peter Hogg |
| 1993 | 186 | Anna Banana, Moore 24, Joe Durrett |
| 1994 | 253 | Slithergadee, J/35, John Niesley |
| 1995 | 250 | No doublehanded finishers |
| 1996 | 221 | Erin, Antrim 30+, Jim Antrim |
| 1997 | 202 | Honalee, Rozinante 28, Dawn Miller |
| 1998 | 209 | Owstarah, Antrim 27, Kame Richards |
| 1999 | 202 | E-2, Tornado Cat, Bill Erkelens, Sr. |
| 2000 | 221 | Blue Chip, Farr 40, Carlos Badell |
| 2001 | 185 | Summertime, Moore 24 prot, Dennis Bassano |
| 2002 | 167 | SUV, Melges 24, David Wadbrook |
| 2003 | 215 | Freedom, C-Cat, Bill Erkelens, Sr. |
| 2004 | 246 | Sparrowhawk, Moore 24, Vaughn Seifers |

Singlehanded Winner Legs, Moore 24, Lester Robertson Silly Goose, Laser 28, Paul Kaplan Impossible, Ranger 23, Gary Kneeland Svendle, Carrera 38, Bruce Schwab Svendle, Carrera 38, Bruce Schwab Sundowner, Buccaneer 33 tri, J. Therriault Chelonia, Yankee 30, Ed Ruszel No singlehanded finishers Svendle, Carrera 38, Bruce Schwab Chevenne, Wylie 34, James Fryer Moon Shadow, Morgan 382, Jack Scullion No singlehanded finishers Dulcenea, Coronado 27, John Slivka Impossible, Ranger 23, Gary Kneeland Dreamtime, Olson 911-SE. Dave Littlejohn Punk Dolphin, Cust. Wylle 39, J. Livingston Wingit, F-27, Ray Wells Chelonia, Yankee 30, Ed Ruszel Tinsley Light V, WylleCat 30, Hank Grandin Fast Forward, Aerodyne 38, Dan Benjamin Sleeping Dragon, Hobie 33, Mark Halman

Ashley Perrin; 6) Princess, Sabre 40-2, Bruce Munro; 7) Twist, J/120, Timo Bruck; 8) Morpheus, Schumacher 50, Jim Gregory; 9) Valhalla, Beneteau 38, Joshua Rothe; 10) Flashgirl, Wylie 39, Commodore Tompkins. (16 boats; 9 DNF)

DH-II (114-168) — 1) Balelneau, Olson 25, Charlie Brochard; 2) Vivace, Olson 25, Larry Nelson; 3) Warwhoop, Contessa 33, Chuck Hooper; 4) At Ease, Santana 35, Jeff Christle; 5) Shaman, Cal 40, Steve Waterloo; 6) Tamarin, Sabre 30-III, Jay Chase; 7) Breakout, Santana 35, Steve Hixson; 8) Cayenne, Passport 40, Michael Moradzadeh; 9) Double Agent, Merit 25, Robin Ollivier; 10) Harp, Catalina 38, Mike Mannix. (27

DH-III (171-over) — 1) Wuvulu, Islander Bahama 30, John New; 2) Ypso, Cal 2-27, Tim Stapleton; 3) Star Ranger, Ranger 26, Simon James; 4) Pappy, Wilderness 21, Daniel Haynes; 5) Patriot, Yamaha 33, Lesa Kinney; 6) Eurydice, Catalina 30, George Biery; 7) Tinker, Wilderness 21, Les Schuldt; 8) Auggie, Santana 22, Sally Taylor; 9) Bosporus, 'Coronado', Rick Wallace; 10) Lelo Too, Tartan 30, Emile Carles. (28 boats; 16

DH-IV (non-spinnaker) — 1) Slip Away, O'Day 27, David Opheim; 2) Bacarat, Peterson 34, Dave Reed. (12 boats; 10 DNF)

WYLIECAT 30 - 1) Silkye, John Skinner. (3 boats: 2 DNF)

EXPRESS 27 — 1) Abigail Morgan, Ron Kell; 2) Swamp Donkey, Scott Sellers; 3) Mirage, Terry Cobb; 4) Desperado, Mike Bruzzone; 5) Attack From Mars, Brendan Busch; 6) El Raton, Ray Lotto.

CORSAIR F-24 — 1) Triple X, Lee Garami; 2) Origami, Ross Stein. (4 boats; 1 DNF)

J/105 — 1) Kookaburra, Craig Mudge; 2) Wianno, John Sullivan; 3) Wind Dance, John Collins; 4) Lulu, Don Wieneke; 5) Orion, Gary Kneeland. (10 boats; 3 DNF)

MOORE 24 — 1) Sparrowhawk, Vaughn Seifers; 2) Nobody's Girl, Sydnie Moore; 3) Teager, Mark Breen; 4) Eclipse, Brad Butler; 5) Wet Spot, Michael O'Callaghan; 6) Tranya, Colleen Maxwell:

7) Moorigami, John Siegel; 8) Leviathan, Gilles Combrission; 9) Mercedes, Joel Verutti; 10) Brick House, Chris Straub; 11) Sassy Mama, David Pressley; 12) Hurricane, Al Germain; 13) Sunshine, Stan Martin; 14) Sweet, Randy Lakos; 15) Bad Sushi, Scott Sorensen. (36 boats; 12 DNF)

SF BAY 30 — 1) Stink Eye, Laser 28, Jonathan Gutoff; 2) Slim, J/30, Loren Mollner; 3) Borderline, Olson 911-SE, Bill Charron; 4) Jane Doe, Olson 911-S, Bob Izmirian. (9 boats; 4 DNF)

SPORTBOAT — 1) Surfeit, Melges 24, David Wadbrook; 2) Kind of Blue, Antrim 27, Steve Saperstein; 3) Summer Moon, Synergy 1000, Mike DeVries; 4) Moonshine, Dog Patch 26, R.B. Ward; 5) Sand Dollar, Mumm 30, Erich Bauer; 6) Max, Antrim 27, Bryan Wade; 7) Always Friday, Antrim 27, John Liebenberg; 8) Ahava, WylieCat 48, Michael Katz; 9) Ultimate, Ultimate 24, Peter Cook; 10) Jolly Tar, Melges 24, Arnstein Mustad. (29 boats; 14 DNF)

WYLIE WABBIT - No finishers, (8 boats) SH-MULTIHULL — No finishers. (1 boat)

SH-I (111 & under) - 1) Fast Forward, Aerodyne 38, Dan Benjamin; 2) Tiger Beetle, N/M 45, Rob Macfarlane. (5 boats; 2 DNF)

SH-II (114-168) — No finishers. (4 boats)

SH-III (171 & up) — 1) Miss Laney, Ericson 30+, Daniel Alvarez; 2) Pura Vida, Ranger 23-T, Don Martin. (6 boats; 4 DNF)

SH-IV (non-spinnaker) — 1) True North, C&C 37, Jeff Dunnavant; 2) Wind Star, Worth 40, Fred Hess; 3) Allegro, Cape Dory 30, Edward Voigt; 4) Georgia, Custom Van De Stat 40, Ben Mewes. (11 boats; 7 DNF)

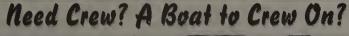
SH-SPORTBOAT — 1) Sleeping Dragon, Hobie 33, Mark Halman; 2) UFO, Ultimate 20, Chuck Allen; 3) Starbuck, Black Soo mod., Greg Nelson. (6 boats; 2 DNF)

SH-OVERALL — 1) Sleeping Dragon; 2) True North; 3) UFO; 4) Wind Star; 5) Allegro. (33 boats)

DH-OVERALL — 1) Sparrowhawk; 2) Abigail Morgan; 3) Nobody's Girl; 4) Triple X; 5) Teager; 6) Origami; 7) Surfeit; 8) Kind of Blue; 9) Eclipse; 10) Swamp Donkey. (213 boats)

Full results - www.sfbaysss.org.







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A TUAMOTU INTERLUDE

Paradise found! As we write this, we are at last anchored inside the calm lagoon of a tropical island with white coral sand beaches and palm trees. The last 30 hours of our three-day passage from the Marquesas had ten-foot seas and 25 to 35-knot winds. We arrived at the entrance to Makemo atoll in the Tuomotus at 0800, in time for what, according to our tide tables, should have been the last of a flood current. Instead, we were greeted by six knots of ebb flowing out of the lagoon.

We left the anchorage of Taiohe, in Nuka Hiva, Marquesas, in mid-May one

A massive coral head came straight up from the bottom of the atoll, 100 feet to the surface.

of about 200 boats that would visit the Tuamotus that season. Unfortunately, this annual migration of cruisers met with some unlucky weather in the form of a *Maramu*. This area of reinforced tradewinds moved across the Society Islands and the Tuamotus forcing some of the boats to alter their landfall.

In this area, a Maramu also shifts the prevailing easterly trade winds to south or southeast and with most of the Tuamotu reefs awash on the southeast side of the atolls, this creates conditions where heavy seas push water over the reefs. The typical atoll is an oval-shaped sunken crater with a fringing reef of coral and small islands called motus. Almost all atolls have a small gap in the reef allowing the water which is forced in by the wind and waves over the sunken reef to exit. With the strong winds from the southeast, this creates a massive amount of sea water trying to exit the very pass you are trying to motor into.

A dozen boats diverted to wider passes further downwind at Rangiroa or Manihi with a few continuing straight to Tahiti

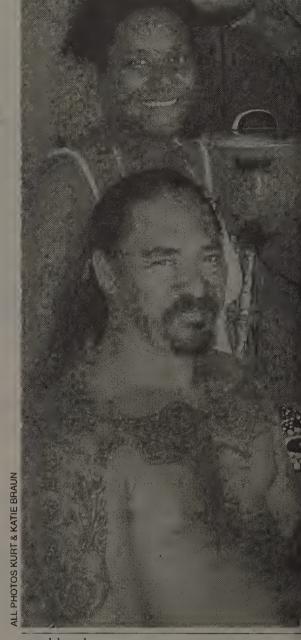
Watch out for the white water! Navigating through the coral-lined passes requires keeping a keen lookout with bright sun overhead. due to engine problems encountered while trying to enter the passes. The worst of the *Maramu* was actually felt near Tahiti with 50 knot winds.

Katie took her position on the bow, spotting shallows and giving input via walkie-talkie to Kurt at the wheel. Pass Arikitamiro on the northeastern side of Makemo is 40 meters wide and 20 meters deep at its narrowest. On our approach we saw five-foot overfalls and swirls of bright turquoise water. Katie thought they might indicate shallows, but Kurt, who'd sailed in such areas years before, correctly identified them as whirlpools caused by the outflow from the surf coming over the reef, countering the rising tide caused by the moon. A photo could not convey the turbulence we saw.

Once through the pass, we thought the excitement would diminish somewhat, but for the next 1-1/2 hours we encountered 25 knots of wind straight on the nose and four-foot chop created by 15 miles of fetch in the lagoon. Every quarter mile or so, a massive coral head came straight up from the bottom of the atoll, 100 feet to the surface. With the light behind your back it is not a problem to spot them with several hundred yards to navigate. Unfortunately, as we motored to the anchorage during the Maramu, we had poor light and rain. However, the high wind worked to our advantage, creating chop which would break and indicate a coral head from a comfortable distance.

Makemo atoll is 35 miles by 10 miles. It was eight miles to our anchorage at the southeast corner, in the lee of the reef and some small motus. At last we were safely on the hook, sharing the anchorage with only one other boat, the Swan 48 *Vellamo*.

We sat tight for the next three days, as winds were blowing a steady 25-30 knots, with frequent heavy rain. Finally, on the fourth day, the winds died down and we hoisted the anchor to motor back to the village near the pass, again being careful to navigate through the massive



coral heads.

We dropped the hook in onto the sand and coral bottom, behind the modern French-built pier. During the *Maramu*, *Vellamo* had suffered through four nights here before moving to the southeast corner where we joined them. Now, with the winds down and forecasted to clock around to the east, we hoped to visit the town, Pouheva Village.

This visit proved to be our first introduction to true French Polynesian hospitality — the Marquesans had been indifferent. We tied up the dinghy within an impressive French-made small boat pen carved out of the coral, then walked to the post office and government building on which there was a hand-painted map noting local points of interest.

Having noticed a pay phone just behind the beach, our first order of business was to check in with family back home. Phones are surprisingly available in almost every small village. Our calls



— PEARL FEVER IN THE MOTUS



Carving is a time-honored craft in the remote atolls of the Tuamotus. Similarly, elaborate tattoos are an age-old tradition.

cost about \$15 for 20 minutes, and prepaid phone cards are easily bought at any post office. We have made it a policy to always have several cards with us, as it is amazing how fast 20 minutes goes by, and the post office is not always conveniently located or open.

We took a walk through the village, saw school children at play, visited the circa-1890 church, and walked out to the lighthouse. There, we noticed a handpainted sign about an artisan, and set off to find him. After following the directions we remembered from the map, we asked the first person we saw when we got close to the location. He turned out to be the artisan's brother, who lived next door.

We soon realized that we had stumbled upon the best carver that we'd encountered so far in French Polynesia. No shaping wood with adzes or chisels here. This guy had a jeweler's flexi-shaft Dremel grinder on a workbench where he carved whale's teeth and black pearls. Most of his work is sent to Papeete, Tahiti, where it earns top dollar, so we had a limited choice of items. After an hour of browsing, we decided on a dolphin carved from whale's tooth with black pearl accents, and a black coral necklace. The price was set at \$150 US, but we offered \$100 US plus three T-shirts, three bottles of nail polish and some See's Candies suckers. After five minutes of female badgering from his wife — some things cross all cultures — the artisan accepted the deal.

Since Katie had contracted a bad case of 'black pearl fever', the next morning we sought out the

local *perleculteur* (pearl farmer). She figured this remote motu would be the place to score a great deal. After missing the farmer twice the day before, we finally found him at home. At first, however, the farmer forgot the combination to his safe, so he could only offer us small, irregular-shaped black pearls for sale. Patience

was now an already-acquired virtue, so Katie waited 20 minutes until the wife remembered the combination, and was rewarded with a large Ziploc bag full of pearls to choose from.

Katie sorted through hundreds of 'B' and 'C' grade pearls. The best ones are sold to Papeete for top dollar — anywhere from ten to twenty times the price we paid. Katie eventually selected 12 good-sized pearls and exchanged for them for \$200 and two used lines of about 50 feet each, or about \$18 a pearl. Not bad for pearls that, once-mounted, would probably not show their flaws.

During her pearl selecting, Katie was told by her host that occasionally a whale swims into the pass and gets trapped in the lagoon, unable to make its way to safe waters. The village kills the whale and uses the meat for protein and the bones and teeth for carvings.

Coincidentally, it turns out that the pearl farmer is also a brother of the carver — one of 12 brothers who live in the village of a couple hundred people. No wonder everyone is so friendly. You make friends with someone and all the relatives assume the friendship as well.

We eventually left Makemo one morning for Fakarava. First motoring, then sailing through the night with a light breeze of 2-3 knots, we timed our arrival to coincide with slack tide.

Once inside the well-marked Passe Tomakohau on the southern end of Fakarava, we were greeted by our friends Alan and Monica and their four children on *Evolution*, whom we had spent time with back in Mexico. Having been at the anchorage for a few days prior, they took us to one of the best snorkeling locations ever.

We skindived the pass on the reef near the abandoned village and experienced 200 feet of visibility, numerous multicolored coral heads starting near the shore, then dropping off, creating a wall of color and tropical fish some 50 feet in depth. From there, the sand and coral bottom gradually sloped to a depth of more than 100 feet in the pass. On one side you had the spectacular coral wall with the cute little colorful fish, occasionally

"Look, Katie, dinner!" Kurt bags another fine catch from 'Interlude's 'back porch' — swim platforms are the ideal place to clean fish.



A TUAMOTU INTERLUDE

punctuated with a 3 to 4-foot black or white-tipped reef shark. On the other side of us was 50 to 100 feet of depth with moray eels and rays.

The most excitement was caused by the arrival of several six-foot grey sharks. When the first one appeared our curiosity was greater than our fear, but after about eight of them came into view and started to circle, we opted for jumping back into the dinghy. Why they came into the pass from the deeper water to swim within 20 feet of us is a mystery, as we were not spearfishing. But given that the grey shark can be unpredictable, we exercised some caution.

That afternoon Monica showed Katie how to make sushi rolls with the yellow-fin tuna we'd caught on the interisland passage. With nori, wasabi, soy sauce, sushi rice and sake, everyone confirmed that dinner was as good as any you can have back in the States.

The following day our friends Bill and Gayle from *Dragon's Lair* arrived at the anchorage and, as *Evolution* was leaving, we took them to the pass for a repeat performance.

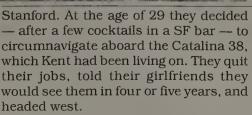
Once back at the boat we were greeted by Kent and David on *Pandemonium*, a Catalina 38. They have been best friends since kindergarten, having grown up in Carson City, NV. One went to Berkeley (our alma mater) and the other to experience. People tend to be educated, self-sufficient, youthful (regardless of their actual age), outgoing and strongminded. Luckily, we all have plenty of time to get to know each other over dinner or a dinghy shore adventure. Meeting new people and getting to know them provides an endless form of entertainment and education. Considering that part of our goal on this voyage is to broaden our understanding of humanity, this aspect of cruising has been a real plus.

Overall, the weather was spectacular for the next six days. *Dragon's Lair, Pandemonium* and *Interlude's* crews dubbed this anchorage 'Club Fakarava'. Every day was dedicated to a different water sport: snorkeling, spinnaker flying or wakeboarding, interspersed in the evenings with card tournaments that lasted for hours on end.

Due to a lack of breeze, the first day we pooled our resources, and with Bill's surfboards and our 18-hp dinghy, we had a blast wakeboarding. All six of us got up for quite a fun ride with the only concern being the reef sharks when we decided to drop.

The following day the wind picked up sufficiently for the guys to test their nerve at spinnaker flying. If you've never tried it, this sport involves setting a chute with

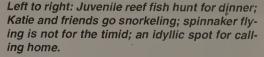




As a rule, the fellow cruisers you meet are a real important part of the cruising



a person suspended beneath it in a bosun's chair. The chair is rigged to a snatch block which runs along a line strung between the clews. Getting started is tricky: The 'pilot' climbs into the chair while someone on the boat holds one clew with the single sheet. The sheet is then released and the space cadet adjusts the bridle to even up the



clews and is launched skyward. Picture someone kitesurfing without a board 30 to 40 feet above the water. Nerves of steel and a lack of vertigo are prerequisites, but the view is spectacular.

— PEARL FEVER IN THE MOTUS

were told by a woman setting up lunch for the day's dive guests that we could not join them. However, she did direct us to take the dinghy three motus over and talk to Manihi. Following her directions, we came upon a pension (bed, breakfast, lunch and dinner) built, owned and managed by Mr. Manihi. He immediately offered us coffee and said if he caught enough fish that afternoon we were welcome to join him and his guests for dinner.

He hailed us on the VHF later on in the day to say that his fishing expedition had been productive and he looked forward to having us join him. Our contribution would be some movies for his newly-purchased multi-system home theater. We brought gin and tonics and wine for dinner, plus the requested VCR tapes. Manihi supplied fresh barbequed emperor fish, chicken marsala and rice.

His home is truly a work of art and a labor of love. Starting with only a sand spit, over the next 20 years he and his wife planted trees and built a wharf, a boathouse, several bungalows for guests, a solar electrical system, a rain catchment water system and a huge open main house with a below-ground cistern. They were meticulous in their construction, which resulted in the best example of modern Polynesian architecture we

also crossed about ten buoyed pearl farming lines. We took the engine out of gear as we motorsailed over all of them without a problem.

Once at the village, we took a trip ashore to see if the plane had come that day with fresh fruit and vegetables. We were told it would not arrive until later, but with Katie still on a pearl hunt, we found out that the grocery clerk/store owner also made pearl jewelry. She cleared off the lid of a chest freezer and left us to inspect jewelry ranging from \$500 to \$3,000. What struck us was not the jewelry but the trustworthiness of these people.

n Sunday, June 8 we motorsailed 40 miles north to the next atoll. Toau. anchoring at Anse Amyot in 75' over coral. Although an industrious local family has installed moorings that the cruisers are welcome to use in exchange for eating ashore at their home for \$20, we were forced on the hook, as all the moorings were taken. Nonetheless, the following evening we went ashore for the dinner, which consisted of octopus, smoked grouper, poisson crue (raw fish marinated in fresh coconut juice), homemade bread and chicken. Obviously, as residents of a French territory, the locals have learned the art of fine French cooking. The food was the best we had eaten thus far in French Polynesia. We traded two 50-foot lines that the family could use for their moorings, plus some fishing hooks and line for this sumptuous meal. The following evening we had another great meal aboard Dragon's Lair, as Bill had caught a 50-lb mahimahi the day before. One can easily get used to all this fresh fish!

On June 11 we left Toau and motored 60 miles to the southeast corner of Apataki via Passe Pakaka. Kurt had read in the Guide to Navigation and Tourism in French Polynesia, which proved to be one of the more useful publications of this area, that the Motu Omiro had another pearl farm with friendly locals. Passe Pakaka proved easy to enter, once identified with the help of our radar, which showed a gap in the surf line. At 120 meters wide and 25 meters deep, the current was not difficult to motor through and, with the help of the two white beacons indicating the entrance, we had no difficulty making our way past the village and into the lagoon.

Once inside the lagoon, we headed straight for the southeast corner to the Moto Omiro, launched the dinghy and motored ashore to meet Mr. Assam and



On June 3, we went exploring by dinghy with Bill and Gayle to the now-mostly-abandoned village. Decades ago it was the capital of the Tuamotus, but now it is only inhabited by dive tour groups. Not having eaten out in over a month, we were disappointed when we

have seen that was not commercial. We would highly recommend this pension for anyone wanting a more remote experience in Polynesia (www.fakarava.org).

Friday, June 6 we were underway again, this time headed across the lagoon for Roatava Village in the northeast corner of Fakarava. Along the way, while keeping an eye out for coral heads, we

A TUAMOTU INTERLUDE

his wife Mimi who owned and ran an egg farm and a vanilla farm, having abdicated the pearl farm to their son, Albert.

We brought ashore some T-shirts, denim shorts and nail polish as gifts and were rewarded with a fresh coconut drink and bananas. We sat down with Albert and spent the next two hours sorting through another Ziploc bag of pearls. When we were finished, we walked away with 20 pearls which we subsequently had set into jewelry in Papeete for an allin cost of one tenth the price of comparable jewelry in Tahiti. Finally Katie's pearl fever had broken.

The following day we accompanied Albert on his boat to lay new moorings on his pearl farm. At dinner we saw photos of a tiger shark, some 15 feet in length, which Albert had trapped near his farm, dragged ashore and then shot with a rifle. Apparently this was an act of self-preservation, as occasionally a tiger shark will swim through one of the passes. They are apparently very adept at noticing a large potential meal in the form of a pearl diver. They will wait, sometimes for days, around the farm for an opportunity to attack. Therefore poor

Albert had to attack first or be eaten. We had been unaware that tiger sharks ever entered the lagoons and, given our new-

We had been unaware that tiger sharks ever entered the lagoons.

found knowledge, kept a wary eye out for them as we scrubbed our hull the next day.

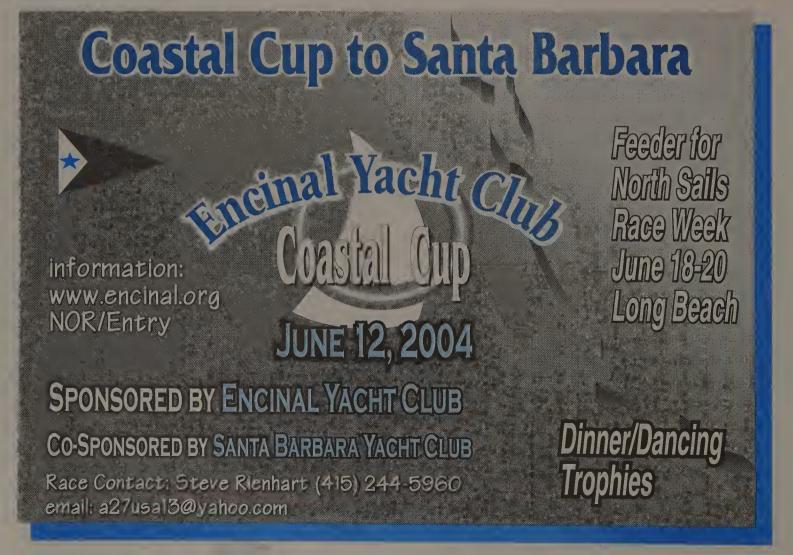
With a clean bottom, we finally set off on the 200-mile trip to Tahiti. We started off motoring with the wind on our stern so that we could make a fast enough passage to get us to Tahiti before sunset the following day. During the night we had a nice quiet sail with the wind on the beam, the first time on our whole trip so far that we had really experienced the flat seas and light, steady trade winds for which the South Pacific is famous.

Making landfall at 1600, we opted to

anchor at Venus Point, where Captains Cook and Bligh anchored centuries ago.

Overall, the Tuamotus gave us a more intimate cruising experience than the Marquesas. The annual fleet of about 200 yachts tends to spread out or bypass them entirely. This thinning of the fleet results in visitors being more rare and special. However, just because they live on remote atolls, do not expect the locals to be ignorant of the value of their resources. The pearl farmers and carvers produce a valued commodity for the wholesalers in Papeete, and know them as their best customers. We never even had a chance to buy 'A' grade merchandise direct. However, offering gifts on arrival to a new village will reward the rare visitor with a wonderful cornucopia of local hospitality. We always go ashore carrying shirts, fishing hooks, line, nail polish, perfume, lipstick and have received pearls, polished oyster shells, fish, bananas, coconuts and entire meals. Other trading items are CD copies and liquor, but these items do not promote the 'clean wake policy' which we try to live by.

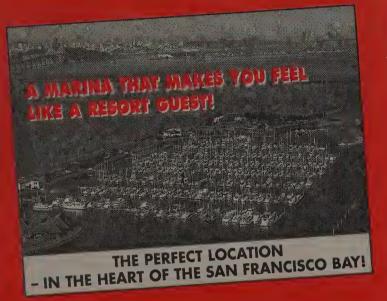
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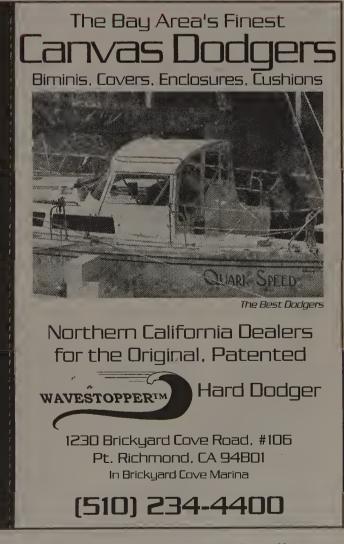
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Exercise or die" was how my doctor summed it up.

I was ready to take my chances with a glass of red wine and half an aspirin every evening, but the doc would have none of it; she started in citing study after study proving that the dangers of either or both were far greater than any demonstrated benefit. What about fish oil? (I could eat more sushi.) Garlic? Wheat grass juice? All good, but no substitute for aerobic workouts.

Unfortunately I have no patience for indoor exercise. So there was only one thing to do: The next morning I exhumed the ten-speed from the back of the garage, went over the moving parts with WD-40, pumped up the tires, found my old helmet and set out along the Bay Trail.

This was a new experience for me. Here was a wide paved trail with no cars, no traffic lights, no cross traffic, and an occasional interpretive sign explaining some of the bird life. There were great views of the Bay or tidelands at every turn. I'd rather be sailing, but maybe I could handle this a few times a week.

The sun sparkled on the Bay, the wind was at my back, the pavement was smooth, and my knees were holding out okay. But as I admired a great egret next to the trail, I felt a bump where there was only a very small seam in the pavement. Then another bump on an even smaller seam, then a continuous rumbling feeling from the rear wheel. Then the ride became very rough and it suddenly became much harder to pedal. I looked down and back at my rear wheel. I had a flat.

There was an ancient spare tire in the rear carrier, and I had the pump in its bracket on the frame. But did I have the right tools? It had been so long since I had changed a bike tire that I wasn't even sure what I needed. I leaned the bike against a convenient park bench and looked in the bag for tire irons. No luck. But unlike the last time I had a flat on this bike, this time I had a cell phone.

The Triple-A dispatcher was patiently explaining that they "don't do bikes" when a couple of young women in glow-in-the-dark neon green bike jerseys and teardrop shaped low-drag helmets flashed by. Pondering who I could call to get a ride back to my car, I barely noticed the bikers until one of the suddenly screeched to a stop. She did a quick 3-point turn in the width of the trail and coasted back to my bench.

"Max?"

It was Lee Helm, the last person I would have expected to run into on land, especially with the sun out and the wind blowing. She usually divides her time, between windsurfing, crewing on big race boats and finishing up her naval architecture thesis at the University. She was just as surprised to run into me out of context as I was to see her.

"Uh, you wouldn't happen to have a tire iron, would you?" I asked.

She looked down at my flat rear wheel. "For sure, Max. Tire irons R us. But like, what are you doing on a bike?"

"I was starting to get fat with nothing but sailing for exercise," I explained as I touched my belly.

"Kewel. Hope you spring for some new gear." She scanned my old bike disapprovingly. "I mean, they don't make them like that any more."

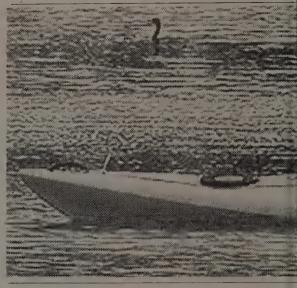
"Yes, I plan to upgrade," I assured her. "I have to do it, because bikes are so much cheaper than hospital rooms." This time I patted my chest. "There's better scenery, too. I'm really impressed by this Bay Trail. It's my first ride on it." (I neglected to mention that the last time I had ridden the bike was before the Bay Trail was even so much as an agenda item at an ABAG meeting.)

"Yes, they did a lot of things right," said Lee's friend, "especially the regional coordination, getting all the cities to cooperate on the project. Only thing is, they missed the main point about what really constitutes access to the Bay. That's why we're riding the Trail today — working on a new access project."

Lee introduced me to the other rider, a woman from the local kayak club.

"The Bay Trail only addressed half of the shoreline access problem," the kayaker explained. "It's great for getting close to the Bay from shore, and for landbased touring along the shoreline. But it's really the water, not the land, that gives the waterfront communities their identities. Our mission is to find new access points that can allow more people to float on the Bay rather just look at it. Access to the Bay should be about getting on the Bay, not just to the Bay. So we are redefining the meaning of waterfront access — it's not about paths and benches and waterfront parks, it's about access to the real open space resource, the Bay itself. . ."

Lee was trying to cut short her friend's rapidly accelerating rant with glares, hand signals — and finally a poke in the side. "He's a sailor!" she yelled.



"Oh," said the kayaker, stopping in mid-sentence. "Then he's already on our side. Good."

She took a file folder out of her bike pannier and handed me a document titled *Water Trail Prospectus*.

"You should have one of these," she said. "The Water Trail is going to parallel the Bay Trail. Except instead of paths around the shore, it will be a network of water access points suitable for kayaks and other hand launched boats. The vision is to be able to tour the entire Bay by kayak or windsurfer, stopping at points along the trail."

"That would be great," I said.

"One of the original selling points of the Bay Trail," added Lee, "was to complete a continuous shoreline trail going all the way around the Bay. So that it would be possible to walk the entire perimeter."

"And we're going to do the same thing with the Water Trail," said Lee's friend. "People shouldn't have to drive to mountain lakes or fly to Baja to take an extended kayak trip when we have such a great resource right here."

"Do you really think there are that many people who actually want to cruise their kayaks around the Bay?" I asked. "I'd rather go to Baja."

"Maybe not, but when you think about it, not that many people actually walk around the Bay on the Bay Trail either," said the kayakcr. "Most of the Bay Trail use is by people who drive to the trail by car, then go some distance along the trail, and then double back to the same point."

"But like, the fact that the trail is continuous still adds a lot of value," said Lee, "even if the average use is out-and-back day use. It will be the same with the Water Trail. I mean, realistically, most water trips will also be out and back. But still, it was the vision of the continuous trail that made many of the more problematic legs politically feasible. Same with the Water Trail. It's a conceptual

- BLAZING A TRAIL



What do kayakers, sailors and bird-watchers have in common? With a continuous 'water trail', perhaps more than you might imagine.

thing, and it will give some validity and support to water access projects that might have a tough time finding a local constituency otherwise."

"Definitely," added the kayaker. "Obviously we don't really need a trail to paddle around the Bay. The water is already there. What the Water Trail will add is a lot of local access points, and the Water Trail is the unifying concept that ties them all together, and makes it easy for people to find out about the next one down the shoreline."

Meanwhile Lee had picked up the back end of my bike and induced me to hold it while she removed the rear wheel.

"So what are these access points actually going to look like?" I asked as I handed Lee the spare tire,.

"Some of the simple access points will just be a small parking lot and a narrow ramp or tidal steps," Lee explained. "This seems easy enough, but you wouldn't believe the obstacles that are put up in front of something so basic and unobtrusive."

"On one side of the Bay it's the park advocates," said Lee's friend. "They have a vision of a string of waterfront parks that's pretty hostile to boating, even kayaks and canoes. Which is strange, because usually kayakers and sailors are the core constituency of the environmental community — but here, thanks to a few rabid 'natural shoreline' advocates and some clueless planners, the environmental lobby and the sailing and paddling lobby are adversaries."

"Maybe you need a jetski lobby, to bring you together against the common enemy," I suggested.

"That would probably help," she agreed. "Anyway, on one side of the Bay we have to fight the mentality that says "touch not one blade of grass" and "disturb not a single duck" just to get a place to carry our kayaks into the water and a couple of parking spaces in a waterfront park, even one designated by the State as a place for water-related recreation. They are alienating their best supporters, and doing the environment a lot of damage by sending us driving all over creation looking for accessible launch sites when the best ones could be right here in our backyard."

"And then on the other side of the Bay," said Lee, "it's like, the big commercial developers that are too greedy to give up a few square feet of their building plans for some concessions to water access. Total failure of the planning process. I mean, the professional planners all seem to recognize the value of mixed use, of putting some open space and some built space and some recreational opportunities close together. But like, when it comes out of the political sausage factory we end up with either an open-space monoculture or 'engulf and devour' commercialization."

They went on describing the efforts of Bay Access to establish Water Trail access points on some of the developed waterfronts in San Francisco. Lee already had my old tire off, had fitted the spare tube, and was working the tire back on the rim with the little tire irons from her tool kit.

So for overnight stays," I asked, "are you advocating campsites on water-front parks, like on Angel Island?"

"Where possible, yes," answered the kayaker. "But there's always very strong local opposition to camping. It's as if people can't tell the difference between a managed campsite and a homeless encampment, which is really a shame because the Bay Area has a very acute need for more urban campsites. Anyway, the main kind of overnight facility we

envision is something like a hostel, accessible to Bay Trail hikers and bikers as well as Water Trail paddlers and sailors."

"You'll probably need to make reservations a year in advance," I predicted. "Too bad you can't find some small islands to designate as campsites, to keep the much larger land-based market from preempting the people who arrive by sea."

"There are lots of abandoned breakwaters and jetties, and even some old piers, that could be made into good camping platforms accessible only by water," Lee added as she popped the last part of tire bead into the rim and reached for the pump. "But it's a tough sell. Expensive to maintain, and park commissions want anything that gets built to benefit the land-based users too. Like, I have a much better idea for putting up the kayakers on their long tours."

"What's that?"

"Marinas and yacht clubs," she said.
"Think of every marina as a bed and breakfast, with potentially as many rooms as there are boats berthed there. I mean, think of all those empty berths! No reason for a kayaker or windsurfer to have to pitch a tent."

She slid the wheel back into the frame, getting only one finger greasy as she slipped the chain around the rear cog.

"Too much oil," she frowned.

"So you think every boat lowner is going to just open up their cabin to any old vagrant paddler who happens along?" I asked.

"Heck no, but most of these kayak trips are organized affairs, and if they go through channels, I think they'll find plenty of owners who would be tickled to have paddlers sleep aboard. Like you for example."

"Well, I guess so," I said cautiously.
"But it really doesn't scale, if trekking around the Bay becomes popular. The yacht club angle only works for the occasional small group, not for a steady stream of kayak and windsurfer tourists."

The flat was fixed, the tube seemed to be holding pressure, and the wheel was spinning true.

"Thanks, Lee. I don't think I could have done this without your tools."

"You owe me a barbecue as soon as Friday night races start again," she informed me. "Which way were you headed?"

I decided it was time to reverse course anyway, so the three of us pedaled off

MAX EBB

back in the direction of the marina.

"Let's take this spur," suggested Lee's friend, and we peeled off onto a new branch of the trail that followed a seawall right along the Bay.

It was high tide, and only a narrow strip of riprap separated us from the water. Around the first turn we came on a group of kayakers lazily paddling along close to the shore.

Lee's friend recognized the boats, whistled at them, and we slowed to about four knots so the boats could match our speed while they chatted.

It was a good thing, because my knees were beginning to complain. Stopping and starting again was not good for them. After a minute of this low-speed rest we were off again. "How about slowing down a bit?" I finally had to ask the two women. "I'm a bit out of shape for this, and my knees are giving out fast."

"No prob," said Lee. "But like, if you're doing this for exercise, and your knees are the rate-limiting step, maybe a 'yak would be the better ride."

"I thought about that," I answered, "but I really don't want to have to wriggle into a wetsuit every time I exercise, and I'm also not too keen on the prospect of learning the Eskimo role."

"Get a deck kayak," suggested Lee's friend. "They're safe as houses. Nothing to learn, if you can already read a tide book and know a little about the Bay."

"I tried one of those on a charter in Mexico," I said. "The problem is, your butt always gets wet. So you still need to change into a swim suit or a wetsuit."

"You just haven't gone shopping," she answered. "What you want is called a 'recreational' kayak. It has the deep comfy inside seating of a sea kayak, so it keeps your bottom half warm and dry, but also a big cockpit opening that makes it easy to get in and out, and easy to bail and re-board if you swamp. They make them wider than the true sea kayak, so you don't need any special skills to keep them upright."

"And the big cockpit makes it possible to delaminate a layer or two if you get too hot, which, like, can be hard to do on a sea kayak with a cockpit skirt in place. They're not as seaworthy as a sea kayak, but better for the casual exercise paddling that you want to do, and I think you already know enough about boats to keep out of trouble."

"Also," added the kayaker, "the big cockpit makes it easy to reach your camera to take pictures of birds, or to pull out your field guide."

"What makes you think I'm interested in birds?"

"Everyone who kayaks around here becomes a part-time ornithologist," she claimed. "It's impossible not too, there's so much to see. That's why the Audubon folks are really nuts to oppose small craft facilities. Kayaking is a breeding ground for new bird-watchers."

The two women slowed down again to let me catch up. When the spur rejoined the main Bay Trail, this time they stopped to wait, then put me in the lead, like the slow ship in the convoy.

"This is one of the possible access sites that's particularly exciting," said the kayaker as we biked along the edge of an old abandoned parking lot and a scrubby vacant lot. She had pedaled up alongside me to converse. "It's just been sold to the park district, and will be turned into playing fields."

"What does that have to do with water access?" I said between gasps for air.

"Just imagine the synergy!" she expounded. "Kids get dragged down here to see their big sister play soccer, and half the time they are bored to death which I know from personal experience — and imagine if their eyes turn to the water where they see kayaks, windsurfers, outrigger canoes, open water rowboats, or maybe even dragon boats in motion. They wander over to the boathouse for a closer look, and they're hooked for life. The best part is that paddle sports have a strong appeal to the kinds of kids who are turned off by the jock culture, the kids who don't give a fig about PE class or field sports. It's geek-friendly athletics."

"What if they can't afford a kayak?" I asked as I fell in behind her. "Commercial rentals are pricey."

"That's why we have to change the definition of 'water access' a little. It's not just a ramp or some tidal steps and a parking lot. Real access means space for non-profits clubs and co-ops. You know, like the small rowing and paddling and sailing clubs run by volunteers, where you can use a club-owned boat practically for free."

"The Department of Boating and Waterways," added Lee, moving up alongside me, "has finally figured out that it's okay to spend some of that marine fuel tax money on access projects that don't necessarily serve the powerboats that pay the tax. It's long overdue. Until recently the typical DBW project was a double-wide ramp on some lake. All it did was encourage more people to tow overpowered fishing or ski boats with big stinky 2-stroke engines behind their al-

most-as-stinky SUVs. Environmental disaster. Now at least DBW is funding projects for non-motorized boats, and paying more attention to urban sites that don't involve a lot of big-vehicle driving to get to. Even some projects with onsite small boat storage, which can be used without any driving at all. But they still haven't quite figured out that the small non-profits are where the best access bang for the buck really is."

"Lee, that's just sour grapes," shouted the kayaker over her shoulder. "Just because DBW turned down your grant application for \$100,000 to build a fleet of that boat that you designed for your sailing club."

"Okay," she admitted. "But it still would have been the right thing to do."

"I think the money is better spent on paddling," the kayaker reasoned. "Look at the economics of a dragon boat team, for example: Each boat can keep 22 kids occupied in a really rigorous, competitive team sport for hours at a time. The boats cost around \$10,000 each. Compare that to the \$2 million it costs to buy and develop a single playing field. And the water doesn't need to be graded, fenced, landscaped, lighted, sprayed with pesticide or mowed."

fell back again as they debated the merits of public subsidies for sailing clubs versus paddling programs. My knees were screaming at me. I glanced to seaward and saw another sea kayak, comfortably gliding along the edge of the Bay. He was going a lot slower than us, but there was something that looked effortless in his long easy strokes as he sat comfortably in the cockpit. And most important of all, he was in a boat and I was on land. This was wrong.

Finally, we reached the turn-off for my marina. Lee and her friend were continuing on the main trail, so I waved goodbye when they looked back and then turned onto the marina access road.

With no-one to try to keep up with I could go a lot slower. But the wind was right on my bow, and my knees were still killing me, even in my lowest gear. Enthusiasm for bike riding was fading fast.

Maybe this kayak thing was the answer. It would cost about the same as a good bike, my doctor would surely approve, and I could probably get away with storing the thing on the finger next to my boat. It would be a lot less trouble than schlepping the bike out of the garage and down to the trail every day.

And boats don't get flat tires.

- max ebb

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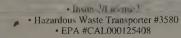
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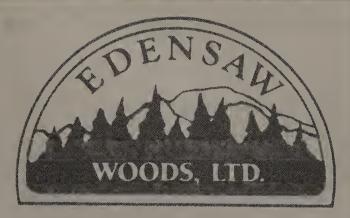


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CHAGOS ARCHIPELAGO

Carolyn and I fell into a routine while anchored off the island of Boddam in the Chagos archipelago. I'd write all morning, and then we'd row ashore for a picnic lunch. We'd leisurely hike across the small island by following a meandering, overgrown trail until we'd come to the windward side and the impromptu 'camp' we'd set up there.

It wasn't much — and yet it was the fulfillment of almost every 'castaway' fantasy I've ever had. Our hammock, carefully positioned in a small clearing between four coconut palms (without overhead 'coco-bombs' about to drop), consisted of a huge, large-stranded poly fishing net that we'd found half-buried on the beach. In fact, almost everything in our camp was flotsam and jetsam — it seemed in keeping with the spirit of Chagos to bring nothing to it not take anything from it.

We had everything we needed: a large flat driftwood table, a giant metal spike driven into the ground to quickly husk our coconuts, some square-topped boulders for dining chairs, a long bench we could straddle to grate our coconuts.

We'd both become nuts for coconuts. We now knew which ones were best for drinking, for eating, for cooking... even for making delicious coconut cream!

More fish?" Carolyn asked. I looked at her and felt a jolt of love flow through me — like electric honey. She was so beautiful, so tanned, so strong, so calm, so. . . desirable.

We've sailed together for 35 years now. We raised a daughter aboard. We built a boat together — and sailed it into the rocks 18 years later as the eye-wall of a category four hurricane named Hugo swept over us. We've been through a lot — our marriage and sailing partnership is like tempered steel.

"Sure, I'll have some more fish," I said, "and I'll open another bottle of wine."

We made our wine from rice aboard *Wild Card*, our Hughes 38. We called it

never did.

"Ah," Carolyn said with a smile, "We're being decadent today, are we?"

"Yes." I said with a yawn. "After sailing half-way across the Indian Ocean to get here, we deserve an extra ration of vino. Don't we?"

"We do indeed," she said.

It is difficult to tell why these lazy, do-nothing days were, thus far, the best of our lives. Sometimes we'd both just read or Carolyn would bring a sewing project or I'd sketch (badly, very badly) the gently swaying palms—attempting to capture how they seemed to be waving us welcome.

Often we'd make love. long and slow and gloriously, staring into each other's eyes in wonderment, amazed that life could be this good; that these moments could be this pure; that these days could be so tropicallysimple. Our two bodies and minds intermingled, sweating, heaving and laughing as we dashed naked across the beach to cool ourselves in the sea afterwards.

We'd hike the beach — miles and miles of empty sand. The surf crashed, tossing waves on the sand and dragged both of us back in a tumbling/jumbling never-ending, rock-polishing, island-thundering crescendo.

"Sure," I'd reply, "but we'll go to French Mayotte first to reprovision. It's been nearly six months now since we've seen a real grocery store."

"Yes," Carolyn said dreamily, "I'm beginning to have erotic dreams about cheeses and fresh butter and a crisp head of iceberg lettuce. Wouldn't a tomato, a real red, ripe, rich-tasting tomato taste really good right now?"

"Ohhh. . ." I moaned. "No more food talk, please. I'm beginning to have trouble rereading our magazines because I keep drooling on the meat pictures!"

"Wanna head back?" she asked.

"Back where?" I said. "To the Virgin Islands where we left from four years ago? Back to the America we left in the '70s? Or the Chicago we fled in the '60s? We've been gone so long. . . We're now so far out on every level that I'm losing track

I'm not sure if I dreamed the Chagos archipelago or if I really visited it. . . Surely such a wonderful place can't really still exist.

Chagos Chablis, and our crude homemade label read, "For sailors who have truly Boddam-ed out!"

It tasted best if we allowed it to age for a few weeks — but, of course, we

Often we'd both just stare westward — attempting to see Africa a couple of thousand miles away.

"Do you think we'll stop in Madagascar?" Carolyn would ask.

— THE REALITY OF THE UNREALITY



of where home is."

"Don't get heavy on me, Fatty," she scolded. "I mean back to the other side of the island. It's late afternoon. Maybe we can talk some of the other yachties into a volleyball game and sundowners at the copra shed."

"Sure," I said, then blurted. "When was the last time I told you I love you?"

"A couple of minutes ago," she said.

"I love you," I said quickly, "and I apologize for the delay!"

She laughed. I smiled. And we walked back across the island hand-in-hand.

I'm not sure if I dreamed the Chagos archipelago or if I really visited it. My memories seem too perfect, too tritely paradisiacal. Surely such a wonderful place can't really still exist. But my wife

and I and our shabby little stormbattered sloop truly believe we were actually there. . . that we lived there. . . for blissful many months. In fact, I'm sure of it. Well, almost sure. But every time I begin to write down our extraordinary Chagos experiences... to seriously attempt to convey in prose how magnificent a cruising destination Chagos truly is, I fail.

Even I, who experienced it firsthand for months, can't quite believe what a perfect, perfect place Chagos is for the ocean-cruising sea gypsy.

There is a strange, illusive unreality about Chagos— as if it exists only in the fever-dreams of restless, Utopiadrugged, tripped-out sailors.

First off, some hard facts: Chagos is smack-dab in the middle of the Indian ocean, approximately 2,000 miles

equidistant from Madagascar, Aden, Bombay and Thailand. It is seldom visited. With the exception of one of its distant islands (Diego Garcia, which is a U.S. military base), it is completely devoid of people — except for passing yachties.

lin visits from Diego Garcia to collect said fee — and, happily, the garbage. There are a few simple environmental rules: no permanent structures ashore, no spear fishing, no taking of lobster or coconut crabs, etc.

There is no place like Chagos anywhere else on this planet; no tropical 'island nation' without an indigenous population. It doesn't seem possible such a place exists — yet it does. There is absolutely no civilization. No government. No cops. No telephones. No cars. No nothing — except Heaven-On-Earth for the cruising sailor.

Thirty-three of the islands are 'open' to cruisers. Only a few are completely off-limits as fish or bird sanctuaries. Only one of the islands, Boddam, usually has yachts anchored off it. The other 32 are normally completely deserted. It is possible to anchor off a different — completely deserted, utterly pristine — island every night for a month, all within an easy daysail of each other. Where else in the temperate world is that possible?

Even better, "the living is easy," as the song says. Chagos is outside the normal hurricane belt. It usually gets plenty of rain year-round. The lagoons of both the Salomon and Peros Banhos atolls teem with fish. And there are many thousands of coconut palms. You won't starve to death in Chagos. In fact, your lifestyle and diet while there might be among the healthiest in the world.

As if all that wasn't enough, there are a couple of 'ghost villages' left over from when the British moved the indigenous population off in the 1970s. These lovely, artfully-decaying ruins make going ashore almost like visiting a multi-acre 'island museum' exhibit, complete with a crumbling church, a decaying graveyard, a rotting copra plantation — even a dilapidated jail!

It is difficult to come up with any negatives about Chagos, but I will do my best. Very few of the anchorages, with

There is absolutely no civilization. No government.
No cops. No telephones. No cars. No nothing —
except Heaven-on-Earth for the cruising sailor.

True, it is officially a British Indian Ocean Territory (BIOC), but in reality it is pretty much left alone. It costs \$80 U.S. for a 90-day anchoring permit. Once a month the fisheries vessel *Pacific Mar*-

the exception of the one off Boddam, offer 360° protection from wind and swell. You have to move as the wind clocks if you want a rock-steady anchorage.

The sharks are a bit of nuisance. They

CHAGOS ARCHIPELAGO

hang around your hook until a large coral trout or sweetlip celeb takes it, then calmly eat your hooked fish if you don't haul it up within seconds. Occasionally if you're a tad slow, as your fish emerges from the sea, so will the aggressively-pursuing shark, which can be a tad. . .

fect. There is a working cistern on Boddam and numerous working wells on various other islands. Land crabs instantly clean up any organic mess.

In the off-season, Chagos is often deserted or has only one or two boats.

well, heart-stopping!

Of course, entering the pass through the fringing reef can be tricky — especially at night or in heavy weather. Thousands of uncharted, nearly-awash coral heads dot the lagoons — on average they rip out the bottom of at least one vessel per year.

While the weather is generally benign, squalls of 50+ knots are not uncommon and occasionally a prolonged gale will visit to tensile-test your anchor gear.

Other than those relatively minor inconveniences, Chagos is perfectly per-

Perhaps the best part of visiting Chagos is that it always offers you a choice: the utter isolation of most of the deserted islands or the wonderfully warm, active social scene of Boddam.

When we arrived in February, there were already nearly a dozen vessels anchored for the season. One of the vessels, Keith and Diana Holme's San Francisco-based Hans Christian 43 Lady Guinevere, had been there for 18 months. Another vessel, Mister Curly, had just returned for its ninth season. In addition, Tigger, Quarterdeck, Aku Ankka,

Deja Vu and Mariposa had all returned for yet another season in Chagos. But rumor has it that the Brits will be limiting the maximum stay to six months in the future.

In the off-season, Chagos is often deserted or has only one or two boats. But near the end of our stay, just as the Trades kicked in to blow us towards Africa, numerous in-transit vessels briefly showed up. At one point there were a total of 31 boats in Chagos. Yeah, super crowded, although still less than one boat per island!

Carolyn and I had tears in our eyes as we ultimately watched Chagos disappear in our wake.

"I want to return. . . " sniffled Carolyn. "Someday I want to go back to Chagos, for another season."

"Me too," I said. "But right now. . . I want to keep it what it is, an unbelievable memory of tranquility, peace and love."

"You sound like an old hippie," she said.

"I am!" I replied as Wild Card chuckled westward towards Africa.

— cap'n fatty goodlander

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2004 RACING

In the days of wooden ships and iron men, there used to be a saying: give sailor a knife and a forest, and he could build you a ship. . . and rig it, too. Putting a slightly more eloquent spin on the notion, a maritime historian wrote: "The body of seamans' knowledge is perhaps the most complex and demanding pattern of skills ever acquired by ordinary men." So complicated were these skill sets, he contended, that being good at them almost demanded that a man turn his back on a simpler life ashore, and devote his life to the sea.

The days of the windjammers are gone now, and not too many of us need to worry anymore about reefing the upper tops'ls in driving sleet off the Horn. At night. But the echos of old can still be found in modern recreational sailing. To do it well still requires a spectrum of skills that you can't learn in books, and you can't get good at in a weekend. The only way to get good at sailing is to sail, a lot.

Of course, most of us who have not won the state lottery can't go sailing a lot. Which brings us to the subject of our seminar tonight: how to make the most of the time you have to sail.

Two words: go racing.

Okay, you probably saw that coming. But it's true. If you want to be a better sailor, one season of serious racing with a good crew is probably worth five years of dinking around and figuring things out for yourself. Not that there's anything wrong with dinking around. Lord knows we'd be under heavy sedation somewhere if we couldn't go dink around in boats to destress after every issue.

But the point is — and we're talking to you folks out there who have not raced before — even if you're not into the 'competitive thing', you should consider doing a season on a racing boat. It will make you a better sailor.

It will also make you some new friends. Oh, and we almost forgot: it's a hell of a lot of fun.

Welcome to the 2004 Racing Crew List, where we match skippers who need crew with crew who need boats.

If you've gotten this far and you already *are* a racer, put down the beer and the iPod. We're talking to everyone again.

By now, most of you will know the drill as well as we do. This Crew List works just like all our others. A few months ago, we ran Crew List Forms. Interested boat owners or potential crew filled them out and mailed them in, and in the next few pages, you'll find their names, boat types (in the case of owners), contact numbers and a little about the type of racing people want to do, experience, skill level — even how serious they are about winning. All the Crew List is really about is matching your wants with their desires.

As an example, say you're an experienced skipper with several seasons of semi-serious racing under your belt. Your boat needs

IMPORTANT NOTICE: The Latitude 38 Crew List Advertising Supplement is for informational purposes only. Latitude 38 does not make nor imply any guarantee, warranty or recommendation as to the character of anyone participating in the Crew List, or the conditions of their boats or equipment. You must judge those things for yourself.

five crew, but only three show up on a regular basis. The rest of the time, you use pick-up people or girlfriends of your regular guys. The girls are nice, but they're not really into sailing, much less racing. To have a chance at moving up in your fleet, you know you need two more experienced crewmembers. It doesn't matter if they're male, female or one of each, so long as they're



Racing can teach you a lot about all aspects of boat control.

as serious about winning as you and the rest of the crew. With the Crew List, all you have to do is look down the 'Men to Crew', 'Women to Crew' and/or 'Couples to Crew' lists of names on the next few pages. Using the codes in the gray boxes, make checks with a red pen by the best-sounding crew candidates and then just start making calls. It really is as simple as that. Actually, if you sent your own 'Boat Owner Looking For Crew' form in, it's even simpler — potential crew will be calling you.

A word of wisdom for that latter group: there are a lot more people looking for boats than the other way around. And the good spots tend to go fast. By being an 'early bird' and making phone calls as soon as you can after this issue comes out, you'll have the best chance of landing that perfect worm . . . uh, . . . boat. Be sure to 'match' your skill level (or lack thereof) to what boat owners are looking for before you start calling.

Both boat owners and potential crew should write out a list of questions they intend to ask and specific 'wants' they have. These would have to do with specific duties aboard, how much non-racing upkeep and repair time is required, (including between-race maintenance), responsibility for lunches, practice races, specialty races, how much of his/her own gear a crew should bring, and so on. If you don't do well getting yelled at, include that subject in the questionnaire.

We've been told the best way to cover these issues with multiple phone contacts is to leave blank spaces between each question you write out. Then run off a dozen or so copies of the question sheet(s). When you make or receive a call, pull a fresh sheet from the stack and write the person's name and phone number on the top first thing. By scribbling down each person's answers on one sheet, it's much easier to remember who said what. Take it from us, if you just start interviewing people and not writing down at least key thoughts from each, by about the sixth or seventh call, they'll all start running together.

As mentioned, if you're serious about Crew Listing, you'll have taken the time to send in a form and your name will appear



on these pages effectively doubling your chances of success. However, you don't need to be listed here to use the Crew List. Anyone can make calls from the lists as long as they read and acknowledge the disclaimer in the gray box on this page. Oh, and it would help the cause if you confined Crew List calls to sailing. A few years ago, some guy called most of the women on the Crew List, admitted he had no interest in sailing but -- "since you're obviously the adventurous type" - asked each of them if they'd

like to accompany him on a month-long backpacking trek up the Appalachian trail! We don't think there were any takers.

Another advantage to having your name listed here is that you get in free to the Crew List party. Traditionally, the spring Crew Party has been a relatively low-key affair which racing Crew Listers share with cruisers, daysailors, co-charterers and boat-swappers, whose Crew List appears in the April issue.

For the last few years, however, the Crew List Party has been a pretty big deal, and this year's shindig on Wednesday, April 7, at the Golden Gate YC, is continuing the trend. We don't have everything firmed up yet, but plan on a safety demonstration or two, *Latitude 38* T-shirt giveaways and the usual no-host bar. There will also be live performances by Jimmy Buffett, Aerosmith and a reunion of Van Halen with David Lee Roth. Well, if any of them ever return our calls, that is.

The party runs from 6 to 9 p.m., and if your name appears here (or on next month's list), you get into the party for free. If it doesn't, you're still welcome, but it'll cost you \$5 a head to get in. We're not 7-Eleven, so please try to have exact change.

For Crew Listers, the party performs a couple of important functions in the overall scheme of things. First, it offers a friendly neutral ground — if you need it — for the first meeting between a skipper and new crew. Secondly, it offers one more chance for skippers or potential crew to hook up with one another. Everyone who comes to the party gets issued a color-coded name tag. That way everyone can instantly tell if the wearer is a boat owner looking for crew or crew looking for a boat. One note of caution: the Crew List Party is a combined event for Racers, Cruisers, Daysailors, Co-Charterers and Boat-Swappers, so make sure who you're talking to before you make any commitments.

Now for a medley of our greatest tips:

• Make your calls during waking hours — no earlier than 8 a.m. and no later than 10 p.m.

If you're looking to crew, be realistic about the commitment

involved in a season of racing. It means you have to show up on time and in working order for upwards of 20 weekend days this summer. And you may be asked to work on the boat occasionally when it's not sailing.

• Be honest. Don't try to BS your way onto or around a boat. If you don't know what you're talking about, someone who does can recognize it instantly. As we've said for years, a lack of experience is not necessarily an impediment to your goal. Many skippers actually *want* a few crewmembers with little or no experience because they're easier to teach the skipper's way of doing things.

• Don't be an age bigot when it comes to choosing a boat or crew. There's as much to be said for the steady hand of experience as the strength and exuberance of youth. Give everybody a chance.

• If you're a man, for Pete's sake don't be a jerk to any of the women on the Crew List. On the other side of the coin, we've seen some of you women come to the Crew Parties dressed to kill a lot more than time. So please, everybody, leave the hormone thing for another time and place.

We will end with the observation that the iron men may have been a breed apart, and they might have known how to horse a fully laden merchantman through calms, ice and storms. But the romance of that era pretty much ends there. It was a brutal living with horrid food, high alcoholism and a short life expectancy. Kind of like journalism, come to think of it.

Good luck and good racing, folks! And when you get a minute, let us know how the Crew List experience turned out for you.

CREW LOOKING FOR RACING BOATS

MEN TO CREW ON A RACING BOAT

Alex Haber, 39, (949) 645-4219 or ahaber@sbcglobal.net

wants 3,5,6/prefers 2/exp 3b, 12 yrs racing on Great Lakes, East Coast/will 1,2,6. Alex Jeffries, 28, (415) 412-9453 or Alex_Jeffries@hotmail.com ... wants 1,4,5/prefers 1,2/exp 3a, boat owner/will 3,5,6. Art Urbin, 52, (408) 985-2107 or art@urbin.com. wants 1,2,3,4,5,6/prefers 2/exp 4c/will 1,2,4,6,7. Ben Haket, (408) 245-1387 wants 2,3,4,5,6/prefers 2/exp 4, deliveries/will 3,5. Bruce A. Terrell, 51, (925) 449-3497 exp 3, raced East Coast, Gulf & SF in '70s, cruised Carib, retired USCG/will 2,4,6. Chris Giovacchinni, 50, (707) 938-1736...... wants 4/prefers 2/exp 4ab, 50-ton lic./will 3,4. Chris O'Brien, 24, (650) 714-3423 or chris_obrien@bigfoot.com wants 1,3,5/exp 2b/will 1,3,6,7. Dave Nicholson, 44, (510) 290-3308. wants 1/prefers 1,2/exp 2b, OCSC grad (J/24s)/will 6. Eamon O'Byrne, 36, (415) 379-9331 or eobyrne@mindspring.com wants 1,3,4,5/prefers 1,2/exp 4c/will 1,3,5. Eric George, 33, (707) 894-4052 or ericg@123mail.net wants 1,3,4/prefers 2/exp 2c, Hobie 17 sailor/will 1,3,5,7.

Ernie Kunze, 34, (707) 332-1006...... wants 1,2,3,4,5,6/prefers 2/exp 2b/will 1,3,6.

Frank Ansak, 44, (415) 699-4989 or fdasailor@hotmail.com..... wants 1,3,4,5,6/prefers 2,3 (Mumm 30, Farr 40, SC70)/exp 4/will 1,2,3,4. Fred Scholz, 51, (530) 582-1105 wants 1,2,3,4,5,6/prefers 1,2/exp 2c, Laser racer on Donner Lake/will 2,3,4,5,6. Greg Guio, 37, (650) 712-1055 or gguio@comcast.com wants 4/prefers 1,2/exp 4, owns 30' sloop/will 1,2,3,5,6,7. Henning Kather, 40, (415) 290-7921 or henning@kather.com wants 3,4/prefers 2/exp 4abc/will 2,3,4. J.C. Reynolds, 57, (510) 222-9235 or jcsstuff@aol.com wants 1,2,5,6/prefers 3a/will 1,2,5.

James Cooke, 38, cell (415) 310-4324 wants 1,2/prefers 2/exp 1/will 1,2,3,7. Jeff Parish, 59, (510) 482-5527, (510) 914-4793 or tasbuddy@pacbell.net

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MEN TO CREW — cont'd

.. wants 1,5,6/prefers 2/exp 2b/will 3,4. Jeffrey Knight, 36, (415) 753-1639 or (510) 923-5737 wants 1/prefers 1,2/exp 2 (2 yrs Sunfish racing)/will 6,7.

Jeffrey Sharpe, 48, (415) 710-4276 or cyberkook@earthlink.net....... wants 1,2,3 (any class, Express, Melges, etc.),4,5,6/prefers 1,2,3,4/exp 4 (likes bow)/will 1,2,3,5. Joe Mihalick, 42, (510) 589-3611 days, (209) 823-2616 or j. mihalick@facilitieswest.com wants 1,2,3/prefers 2, fast/exp 2c,3a/will 1,2,3,5,6. Kevin Kelley, 50, (916) 457-1343 or quetzalcoatyl@yahoo.com... wants 1,2,3,4,5,6/prefers 1,2,5/exp 2c/will 1,6. Les Kastura, 68, (415) 459-8949 or lkastura@aol.com wants 1/prefers 1,2,3 (J/105)/exp: extensive Great Lakes racing, Chi & Pt. Huron to Mac races/will 1,3,4,5,6. Mark Kilty, 32, (510) 652-9639 or mark@kiltys.com wants 1,3,5/prefers, 1,2,5/exp 2b/will 1,2,3,6,7 Michael Smith, 26, (650) 359-0112 wants 1,2,3,4,5/

"TO CREW" CODE

4) 2004 Pacific Oup

5) Coastal Race(s)

6) To Mexico (Nov.)

4) Dinghies

5) Multihulls

INE WANT TO RACE

- 1) San Francisco Bay
- 2) Monterey/Santa Cruz
- 3) Ocean Series

INVE PREFER

- 1) Boats under 30 feet
- 2) Boats over 30 feet
- 3) Specific class or design:

MY/OUR EXPERIENCE IS

- 2) A little: a) Little or no racing, little other sailing experience.
 - b) Little or no racing, one or more years of general sailing.
- c) Little or no racing, lots of cruising and/or daysailing
- 3) Moderate: a) Less than one full season; b) Out of area racing experience, but am unfamiliar with local conditions
- 4) Mucho: a) One or two full local seasons; b) One or two long distance ocean races; c) Years of Bay and ocean racing

Other pertinent experience:

I/WE WILL

- 1) Help with the bottom, do maintenance anything
- 2) Play boat administrator, go-fer
- 3) Go to the masthead to retrieve the halyard at sea.
- 4) Navigate, I've got lots of experience
- 5) Do foredeck, I've got lots of experience
- 6) Do grinding, I've got muscle
- 7) Do lunches/provisioning

prefers 1,2/exp 4b (extensive bluewater cruising/2 Atlantic crossings)/will 1,2,3,4,6,7 .. wants 3,5/prefers 2,3 (SC52 or similar)/exp 4ab, love spinn & jib trim/will 1,3,6,7. Paul Hulick, 35, (510) 648-4004 wants 1,3/prefers 1,2,5/exp 4a/will 5,6. Peter Muny, 48, (415) 927-1750 wants 1,3,4,5,6/prefers 1,2,3(fast),4,5/exp 4/will 2,3,5,6 Richard McIntyre, 22, (415) 706-2092 or richardm@alumni.virginia.edu

MEN TO CREW - cont'd

..... wants 1,3,4,5,6/prefers 2/exp 2b/will 1,2,3,7. Rob Schulman, 33, (415) 317-1353 or robertschulman@pacbell.netwants 1/prefers 1,2/exp 4c, USCG Masters lic./will 3,4,6. Sean Ranney, 26, (916) 492-2713 or sranney@jrroberts.com wants 1,5/prefers 1,2/exp 2c, spinnakers/will 3,5,6,7.

Stephen Gorman, 38, (408) 871-2420 wants 2,3,4/prefers 1,2,3 (Melges 24, Moore 24, 505),4/exp 4ab/will 2,5,6. Steve George, 43, (650) 596-0626 or steve-robin@comcast.net wants 1,2,5/exp 2c, OCSC bareboat cert./will 1,2,6. Stig Rasmussen, 69, (415) 892-3537 wants 1/prefers 2/exp 4a/will 1,2,3,5,6,7. Terry Bossert, 40, (209) 598-5008 or bossert_+@msn.com.....want 1/prefer 1,2/exp 1,3b/will 1,2,3,6.

WOMEN TO CREW ON A RACING BOAT

Adelina, 59, (831) 662-0836 or sailingmom@excite.com wants 1,2,6/prefers 1,2/exp 4 (Bay & Santa Cruz racing)/will 1,2,6,7 Ann, 49, waves@prodigy.net wants 1,6/prefers 2/exp 3. Brigid, 35, bluepelican2222@yahoo.com wants 1,2,3,4,5/prefers any/exp 1/will 1,2,7. Carol, carolemandell@yahoo.com wants 1,3,5/prefers 1,2,3 (one design)/exp 4a/will 1,2,6. Cynthia Beck, 47, (650) 722-1956 or cbeckj24@aol.com wants 1/prefers any/exp 2c/will 1,2,3,7.

Erin Stansberry, 24, erinstansberry@yahoo.com
... wants 1/prefers 1,2,3,4,5/exp 2c,3, FJs in college, racing in Australia/will 1,2,3,7.

Lynn, 53, sfmariner2002@yahoo.com wants 1,2,3,4,5,6/exp 2b/will 2,7.
Marlaina, 50, fax (707) 996-8260, aspenseer@yahoo.com or pipalova49@yahoo.com

wants 2,3,6/prefers 2,4 (lake)/exp 4/will 2,7.

Meg, 41, immersed_monkey@yahoo.com wants 1/prefers 1,2,3,4,5/exp 2b,3b, sailing on Lake Ontario/will 7

wants 1,2,3,4,5,6/prefers 1,2,4,5/exp 4ab/will 2,3,5.
Sherry McKillop, 43, followingmycompass@myexcel.com

...... wants 2,4,5,6/exp 3/will 2. Susan/Fearless, 55, (650) 518-1616

...... wants 1,2,3/prefers 1,2,5/exp 4, tactician/ will 4,5. Tanya, 35, t_yemaya@yahoo.com wants 1,3,5/prefers 1,2/exp 3a/will 1,5,7.

COUPLES TO CREW ON A RACING BOAT

Doug & Dolores Shotton, 63/52, (510) 235-6679

...... want 1,3/prefer 2/exp 4/will 2,4,5,6,7,

RACING BOATS LOOKING FOR CREW

MEN LOOKING FOR RACING CREW

Bob Macomber, 59, (760) 788-6802 or bobarete@prodigy.net, Ericson 28/PHRF Class 5plans 8e (San Diego Bay/ocean)/wants 1,2,5/races 1. Chris Dodd, 60, (925) 689-2245 or fax (925) 646-5755, Etchells 30'6".....

"WANT CREW" CODE

INVE PLAN TO RACE

- 1) San Francisco Bay
- 2) Monterey/Santa Cruz
- 3) Ocean Series
- 4) 2004 Pacific Cup
- 5) Coastal Race(s)
- 6) Mexico Race(s)
- 7) Baja Ha-Ha Cruisers' Rally (late October)
- 8) Other____

- a) Handicap
- b) One Design
- c) YRA season
- d) Specialty events and/or occasional YRA
- e) Beer Cans
- f) Anything and Everything

INE WANT CREW

- 1) Who will consistently put out 100% for the chance to get experience, and won't complain when cold, wet or scared silly.
- 2) With at least one full season of racing experience
- 3) With more than three years experience
- 4) Willing to do occasional maintenance/repairs
- 5) Willing to do occasional lunches/galley duty

I/WE RAGE

- 1) Casually. Winning is nice, but let's keep it fun-
- 2) Pretty seriously. Why else make the effort?
- 3) Very seriously. I/we don't like to lose.

MEN LOOKING FOR CREW — cont'd

.. plans 1bde,8 (Etchells NAs 9/16-23)/wants 1,2,3,4/races 1,2. Chris Longaker, 63, (916) 421-5132, longakc@saccourt.com, Express 34.....plans 1,5,acd/wants 1,2,5/races 1,2. Dan Reitan/Mitchell Wells, 40+, dr@danreitan.com...plan 1a,c,d,e/want 3/race 2,3. Jan Grygier, 47, (415) 973-0571, Santana 22... .. plans 1bcd,8 (S-22 Natls, late July)/wants 1,2/races 2. Jeff Jamieson, 39, (415) 850-1212, Santana 35 plans 1ad/wants 2,3/races 2. Jim Hoey, 50, (707) 836-1112 or raptor28390@earthlink.net, J/35 plans 1bde/wants 1,2,3,4,5/races 2. **John Davis,** 57, (925) 831-8229 or john1040@pacbell.net, Laser 28plans 1ace/wants 1,2/races 2 John Melton, 59, (408) 281-1388, Islander 36 plans 1bde/wants 1/races 1. Justin Barton, 55, (415) 725-8115 or jb@vikingproperties.com, Choate 37 plans 1ce, located Sausalito/wants 2/races 2. Kurt Martinson, 33, (415) 389-8419, Pacific Seacraft 25...plans ae/wants 1/races 1. Mike C., lat384@mgb67.com, Cal 34plans e, 8 (Vallejo, practice days)/wants 1,4/races 1. Mike Travis, 52, miketravis@sbcglobal.net, Santa Cruz 50plans 1,3,5/wants 3,4/races 2,3. Nigel Donnelly, 40, (415) 989-1422 or nigeld@hotmail.com, Melges 24 plans 1/wants 2/races 2 Simon James, 44, (650) 269-0546 or simonjames@earthlink.net, Ranger 26 plans 1ace/wants 2/races 2,3

COUPLES LOOKING FOR RACING CREW

Carl & Jini Bauer, 60s, (916) 481-3576 or c.bauer@sbcglobal.net, Olson 34 plan 1ade, 8 (Ditch Run)/want 2/race2. Curtis & Femie King, 50-60, (510) 846-2087, Wylie 39 plan 1,2,a,d/want 1,2,3,5/race 1.

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THE RACING

With reports this month on the second half of the Corinthian YC Midwinters: Oakland YC's mellow Sunday Brunch Series; the Berkeley Midwinters wrap-up; a first look at Doug Baker's new Magnitude 80; the Rolex Miami OCR; a quick preview of SDYC's Manzanillo Race; a plug for the upcoming summer beer can series; and the usual box scores and race notes.

Corinthian YC Midwinters

The 2004 Corinthian YC Midwinters, held on February 14-15, ended on a down note with the abandonment of Sunday's racing due to no wind and too much ebb. Saturday's race, however, was a good one — an 11-mile brain-leaser for the big boats, from Raccoon Strait to Blackaller, Fort Mason, Knox, Little Harding, Elephant Rock and finish. The smaller classes, as usual, sailed shorter courses on the Marin side of the Bay.

The race — which attracted 100 boats, down from last month's 132-boat showing primarily due to a conflict with the BYC Midwinters — started at noon in a faint northeasterly. A raging ebb flushed the fleet out of the Strait, but it also swept a few unfortunate boats be-



Spoils of victory — CYC Midwinters winners Bill (left) and Richard Melbostad ('Navigator'). Right, Jan Borjeson ('Basic Instinct').

tween Belvedere Point and the buoy marking same, which was a restricted area. A moderate westerly filled in halfway to Blackaller Buoy, and the spinnaker parade was on.

The fleet condensed again as they ran down the Cityfront, rounding Fort Ma-

son for the port tack reach over to Angel Island, followed by a short beat to Harding, and a run to Elephant Rock buoy. Jim and Debbie Gregory's beautiful blue Schumacher 50 *Morpheus* (the Greek god of dreams) eventually got the gun — but was crushed on corrected time. "On the bright side, there's only one way our racing program can go from here!" laughed Jim.

Because it was Valentine's Day, the race committee thoughtfully provided an extra subjective trophy, a silver ice bucket, for the day's best performance by a couple. The 'Sweetheart Trophy' went to Benicia YC members Tim and Laurie Merrill, who won the Beneteau 40.7 class that day with *Tout Suite*. Shoreside activities included a keg of beer courtesy of Pineapple Sails, another dinner/dance party featuring the Bay Area Blues Society, and a Sunday morning talk by Kame Richards about taming spinnakers.



The best overall performance trophy went to the father/son team of Bill and Richard Melbostad, who sailed their Soverel 33 *Navigator* to a 1,1,2 record in topping PHRF-II. Joining the Melbostads for the successful outing were Mike Brilliant, Bruce Davenport, Steve Fentress,



Rhim Fleischman, Dan McLean, and Emmet Yeazell. "We've been sailing *Navigator* together since 1997, and it seems like we've been doing this series forever," said Bill. "Being selected for this award was obviously gratifying. Mainly, though, I just feel lucky to be able to sail with my dad, who's not getting any younger, as well as a bunch of my best friends — all of whom happen to be expert sailors!"

Jan Borjeson earned best performance honors by a Corinthian YC member on the strength of winning Non-Spinnaker I with his Elliott 1050 Basic Instinct, which is faster than ever after a recent keel upgrade. The Aotea Trophy, a just-for-grins competition among three-boat yacht club teams, was won by the home team of Smogen III, Abigail Morgan, and Chica.

"Other than the unfortunate washout on the last day, it was a great series this year," noted race chairman Aaron de Zafra. "Thanks to everyone for coming!

SHEET



CYC Mids — 'Mr. Magoo' en route to winning Saturday's race. Inset, the victorious CYC team of Ted Goldbeck, Julle Le Vicki and Ron Kell.

We hope to see many of you again when our Friday night races start on April 9."

Cumulative results of the abbreviated three-race series follow:

PHRF-I (69 and under) — 1) Great Sensation, 1D-35, Mario Yovkov, 7 points; 2) Sensational, 1D-35, Gary Fanger, 7; 3) Mr. Magoo, J/120, Steve Madeira, 13; 4) Blue Chip, Farr 40, Walt Logan, 13; 5) Astra, Farr 40, Mary Coleman, 23; 6) Q, Schumacher 40, Glenn Isaacson, 23. (14 boats)

IOR WARHORSE — 1) Tiger Beetle, N/M 45, Rob Macfarlane, 6 points; 2) Aleta, Peterson 46, Keith Brown, 7. (5 boats)

BENETEAU 40.7 — 1) **Tout Suite**, Tim Merrill, 6 points; 2) **Inspired Environments**, Timothy Ballard, 9; 3) **White Dove**, Mike Garl, 9. (6 boats)

EXPRESS 37 — 1) Golden Moon, Kame & Sally Richards, 5 points; 2) Eclipse, Mark Dowdy, 6; 3) Elan, Bill Riess, 8. (5 boats)

BENETEAU 36.7 — 1) Mistral, Andy Costello, 5 points; 2) Serendipity II, Tom Bruce, 6; 3) Summer & Smoke, Robert Orr, 8. (5 boats)

J/105 — 1) **Tiburon**, Steve Stroub, 8 points; 2) **Frisky**, J.T. Hansen, 10; 3) **Lulu**, Don Wieneke, 11; 4) **Aquavit**, Tim Russell/Roy Steiner, 12. (9 boats)

PHRF-II (70-116) — 1) Navigator, Soverel 33, Bill and Richard Melbostad, 4 points; 2) Yucca, 8-Meter, Hank Easom, 7; 3) Redsky, Olson 34, Brian Boschma, 16; 4) Razzberries, Olson 34, The Nesbits, 19; 5) Mist, Beneteau 38, Robert Hu, 19; 6) Petard, Farr 36, Keith Buck/Andy Newell, 20. (16 boats)

PHRF-III (117-153) — 1) Silkye, WylieCat 30, John Skinner, 8 points; 2) Uno, WylieCat 30, Steve Wonner, 9; 3) Gammon, Tartan Ten, Jeff Hutter, 14: 4) Abigail Morgan, Express 27, Ron Kell, 17; 5) JR, Moore 24, Rich Korman, 18; 6) Jane Doe, Olson 911-S, Bob Izmirian, 21. (17 boats)

PHRF-III (154-184) — 1) #100, IOD, Jenny Dailey, 6 points; 2) Barking Dog, Olson 25, Jeffrey Kroeber, 8; 3) Never Again II, IOD, Mark Pearce, 9; 4) Baleineau, Olson 25, Charlie Brochard, 12. (11 hoats)

PHRF-V (185 and up) — 1) Summerwind, O'Day 27, John Arisman, 6 points; 2) Elaine, Santana 22, Pat Broderick, 6; 3) Vague Unrest, Rhodes 19, Phil Simon, 9. (7 boats)

NON-SPINNAKER-I (0-140) — 1) Basic InstInct, Elliott 1050, Jan Borjeson, 4 points; 2) QE-

3, Tartan Ten, Tom Perot, 8; 3) Ganesha, Sabre 36, Tom Bauch, 10; 4) **Veronese**, Beneteau 47.7, Chris Dawson, 11. (10 boats)

NON-SPINNAKER-II (141-184) — 1) Youngster, IOD, Ron Young, 4 points; 2) Smogen III, Custom 36, Julle Le Vicki, 5; 3) Aria, Grand Soleil 38, Dan Carrico, 14; 4) Windhover, Pearson 10-M, John Dodge, 15. (11 boats)

NON-SPINNAKER-III (185 and up) — 1) Chica, Cal 20, Ted Goldbeck, 6 points; 2) Raccoon, Cal 20, Kay Rudiger/Jim Snow, 6; 3) Peer Gynt VI, Sprinta Sport, Jim Skaar,7; 4) Morgan, Cal 20, Peter Birnbaum, 14. (9 boats)

ISLANDER 36 (non-spinnaker) — 1) Four C's, Julian Cohen, 5 points; 2) Amante, Frank Mayo, 6. (5 boats)

ALERION EXPRESS 28 (non-spinnaker) — 1)

Dream, Kirk Smith, 4 points; 2) Eagle, Chuck Eaton,
7; 3) Diana, John Rittenhouse, 10. (6 boats)

KNARR (non-spinnaker) — 1) Gannet, Bob Thalman, 3 points. (1 boat)

AOTEA TEAM TROPHY — 1) Corinthian YC (Smogen III, Abigail Morgan, Chica), 7.22 points; 2) San Francisco YC-II (Aquavit, Eclipse, Navigator), 7.15; 3) San Francisco YC-I (Youngster, Q, Yucca), 7.10; 4) Richmond YC (Summerwind, Silkye, Razzberries), 6.76. (9 teams)

Full results - www.cyc.org

OYC Brunch Series

Oakland YC's five-race, one-throwout 2004 Sunday Brunch Series — probably the most civilized midwinter on the Bay — is history now. The low-key Estuary series attracted 34 to its third race on the gray day of February 1, not a bad showing considering it was Super Bowl Sunday. The fourth race, on February 15, saw 33 starters — down a bit probably due to conflicts with several other midwinters.

The fifth race, held on February 29, occurred after we went to the printer, so the following results are cumulative through four races (with one throwout factored in). However, nothing in the final standings will change much, as most boats have mathematically sewn up their divisions already.

Vince Boley's Kiwi 29 Morning Dew had a perfect score — four bullets in PHRF-II — going into the finale, the best performance this year in the Brunch Series.

PHRF-I (150 & below) — 1) No Name, JS-9000,

RACING SHEET

Andersen/Nelson, 3 points; 2) **Spitfire**, Moore 24, Brant Adornato, 7. (6 boats)

COLUMBIA 5.5 — 1) **Drummer**, Weaver/Sankey/Sadeg, 4 points; 2) **Maverik**, Doyle Sails Team, 6; 3) **Cheater**, Jim Graham, 8. (8 boats)

PHRF-II (151-165) — 1) Morning Dew, Kiwi 29, Vince Boley, 3 points; 2) Noble Lady, Beneteau First 305, Gary Massari, 6; 3) Tamarin, 'Sabre', Jay Chase, 10. (7 boats)

PHRF-III (166-189) — 1) Bandido, Merit 25, George Gurrola, 4 points; 2) Double Agent, Merit 25, Robin Ollivier, 4. (5 boats)

180 RATERS — 1) Lelo Too, Tartan 30, Emile Carles, 4 points; 2) Wuvulu, IB-30, John New, 7; 3) Snow Goose, Santana 30, Ted Mattson, 7. (8 boats)

PHRF-IV (190 and up) — 1) (tie) Pip Squeak, Santana 20, Aaron Lee, 3 points; 2) Pathfinder, Ariel, Ernie Rideout/Ed Ekers, 5; 3) Dominatrix, Santana 22, Heidi Schmidt, 9. (11 boats)

MULTIHULL — 1) Three Sigma, F-27, Chris Harvey, 3 points. (3 boats)

Full results — www.oaklandyachtclub.com.

Berkeley YC Midwinters

Berkeley YC's final midwinter weekend, held February 14-15, was a *slooow* one. Saturday's race, which attracted 81 starters, was an abbreviated 5.8-mile triangle using 'G' as the upwind mark and finish line. As the first boat — Frank Slootman's J/90 *Ragtime*, formerly designer Rod Johnstone's personal boat — finished after 2 hours, 45 minutes on the course, about ten boats still hadn't made it to 'G' the first time. To say the least, it was a long afternoon for everybody, especially the race committee.

Sunday wasn't much better. After an almost two-hour postponement, 26 boats crawled around a short 4.8-mile triangle with 'F' as the weather mark. The breeze did jump up to about 15 knots at the end of the race, allowing most of the boats to finish before the rain started.

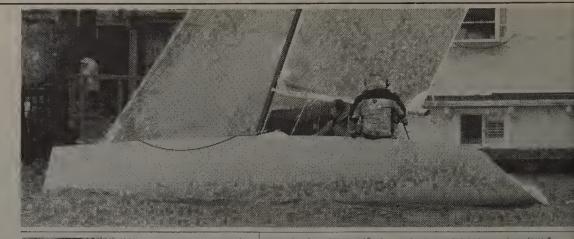
Two boats, both sailed by 'mountain men' from Tahoe City, distinguished themselves by winning their classes in both the Saturday and Sunday series, the Mumm 30 Racer X—owned by partners Gary Redelberger, Michael Rosenaur and Bruce Ells—and Dan Hauserman's Melges 24 Personal Puff. Five other boats—See Ya, Hoot, Synchronicity, Half Blind Monkey and Loose Lips—also scored podium finishes in both events.

All first, second and third place finishers were eligible to compete in the BYC Midwinter Champion of Champions on February 29. Check out www.berkeley-uc.org to see who won.

SATURDAY SERIES FINAL RESULTS (4 races):

DIV. A (0-84) — 1) Racer X, Mumm 30, Gary Redelberger, 8 points; 2) Advantage 3, J/105, Pat & Will Benedict, 9; 3) Sand Dollar, Mumm 30, Erich Bauer, 13. (7boats)

ANTRIM 27 — 1) Arch Angel, Bryce Griffith, 9









Scenes from the January 31 Sunday Brunch Serles, clockwise from above — The slippery JS-9000 ran away from the fleet; the Columbia 5.5 'Wings' and 'Alert' duke it out upwind; the Moore 24 'Spitfire' ghosts along; frequent flyer Emile Carles ('Lelo Too') and the Masked Crewman.

points; 2) Max, Brian Wade, 11. (5 boats)

BENETEAU FIRST 36.7 — 1) El Jefe, Richard Green, 8 points; 2) Mistral, Andrew Costello, 10. (5 boats)

MELGES 24 — 1) Personal Puff, Dan Hauserman, 7 points; 2) See Ya, Adam Simms, 10; 3) Carpe Cerevisian, Dean Daniels, 18. (8 boats)

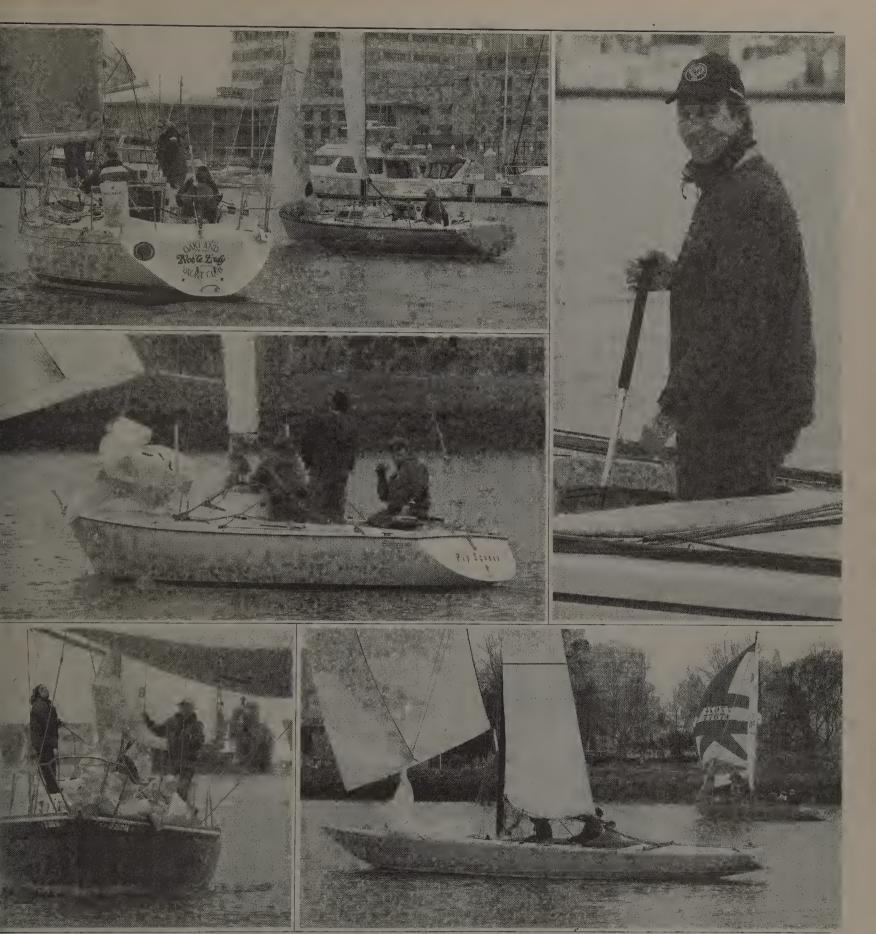
OLSON 30 — 1) Family Hour, Bilafer Family, 11 points; 2) Hoot, Andy Macfie, 13; 3) Corsair.

Don Newman, 13. (7 boats)

ULTIMATE 24 — 1) White Lightning, Michael Peterson, 10 points; 2) Vuja De, Chris Kim, 11. (5 boats)

DIV. B (87-129) — 1) Abigail Morgan, Express 27, Ron Kell, 10 points; 2) Bay Loon, J/29, Joe Ferrie, 16; 17) Sleeping Dragon, Hobie 33, Mark Halman, 17. (10 boats)

SF 30s — 1) Ixxis, Olson 911-S, Ed Durbin, 5



Brunch Bunch, cont'd — 'Noble Lady' and 'Vitesse' crawl downwind; Doyle Sails head honcho Bill Colombo ('Maverik'); 'Alert' and 'Spitfire' struggle to keep their kites full; 'Lelo Too' headon; Aaron Lee at the helm of the perfect Estuary boat, the Santana 20 'Pip Squeak'.

points; 2) Tortuga, Santana 30/30, Shephen Hutchison, 14; 3) Takeoff, Laser 28, Joan Bryne, 15; 4) Jeannette, Tartan Ten, Henry King, 19; 5) Jane Doe, Olson 911-S, Bob Izmarian, 20. (14 boats)

DIV. C (132-168) — 1) **Triumph**, WylieCat 30, Cartwright/Seal, 6 points; 2) **Noble Lady**, Beneteau First 305, Gary Massari, 10; 3) **UFO**, Ultimate 20, Chuck Allen, 14. (9 boats)

MOORE 24 — 1) **Old School**, Nick Nash, 8 points; 2) **Parachairs**, Rowan Fennell, 19; 3) **Czardas**, Judy & Torben Bentsen, 20; 4) **Leviathan**, Gilles Combrission, 20; 5) **Twolrrational**, Chargin/Burleson, 22. (12 boats)

OLSON 25 — 1) **Synchronicity**, Stephen Smith, 7 points; 2) **Hamburger Haus**, Jens Jensen, 9. (3 boats)

J/24 — 1) Snowjob, Brian Goepfrich, 8 points;

2† Half Blind Monkey, James Zervos, 13; 3) Froglips, Richard Stockdale, 14; 4) Phantom, John Gulliford, 16; 5) Casual Contact, Edward Walker, 16. (12 boats)

MERIT 25 — 1) **Chesapeake**, Jim Fair, 8 points; 2) **Loose Lips**, Phill Mai, 10. (6 boats)

NEWPORT 30 — 1) **Zeehound**, Gary Boell, 8 points; 2) **Harry**, Dick Aronoff, 10. (6 boats)

DIV. D (171-up) --- 1) **Travieso**, J/22, Jack Allen, 9 points; 2) **Starkite**, Catalina 30, Laurie Miller, 9; 3) **Ex-Indigo**, Cal 27-2, Louis Benainous, 12. (7 boats)

THE RACING

SUNDAY SERIES FINAL RESULTS (3 races):

DIV. I (0-87) — 1) Racer X, Mumm 30, Gary Redelberger, 4 points; 2) Kookaburra, J/105, Craig Mudge, 8. (5 boats)

MELGES 24 — 1) Personal Puff, Dan Hauserman, 6 points; 2) See Ya, Adam Simms, 8. (6 boats)

DIV. II (90-135) — 1) **Hoot**, Olson 30, Andy Macfie, 7 points; 2) **Flexi-Flyer**, Soverel 33, Mitch Wells, 9; 3) **Corsair**, Olson 30, Don Newman, 10. (10 boats)

DIV. III (138-165) — 1) Leviathan, Moore 24, Gilles Combrission, 7 points; 2) Synchronicity, Olson 25, Stephen Smith, 7; 3) Clean Sweep, Olson 25, Tom Nemeth, 8. (9 boats)

DIV. IV (168 only) — 1) Half Blind Monkey, J/24, James Zervos, 5 points; 2) Loose Lips, Merit 25, Phill Mai, 6; 3) Challenger, Merit 25, Doug Chew, 12. (9 boats)

DIV. V (171-up) — 1) Antares, Islander 30-2, Larry Telford, 5 points; 2) Latin Lass, Catalina 27, Bill Chapman, 5. (6 boats)

The New Magnitude 80

Popular Long Beach sledmeister Doug Baker is back in the game — and in a big way. His new Alan Andrews-designed, Dennis Choate-built 80-footer was launched just prior to the Manzanillo Race, which will double as the boat's debut and sea-trial by fire. In mid-March, the new *Magnitude 80* will compete in MEXORC, one of Baker's favorite regattas, before eventually heading north again in time for the Pacific Cup.

"Doug wanted the biggest boat that could get in and out of his homeport,

REDELBERGER FAMILY

BYC Mids double-winners — Gary Redelberger ('Racer X'), left, and Dan Hauserman ('Personal Puff') both live up in Tahoe City.

Alamitos Bay," explained Andrews. "He also wanted a boat that could be handled by a crew of his friends, many of whom sailed on the old *Magnitude*. What we ended up with was an 80-foot boat, with a 12-foot canting keel, a forward non-jibing daggerboard that lifts up when running, a retractable propeller, and a displacement of around 32,000 pounds."

Baker — a retired businessman whose previous big boats included Saga, Cheetah and the 70-foot turbosled Magnitude - sold the latter boat to Detroit sailor Bill Alcott, who renamed it Equation, in December 2002. Almost immediately, he commissioned Andrews to begin designing the new, bigger boat. Andrews, in turn, collaborated with "some of the top talent in the world" on various hightech aspects of the design - Kiwi computational fluid dynamics engineer David Egan (TNZ, Prada) worked on the bulb and foils; RI-based

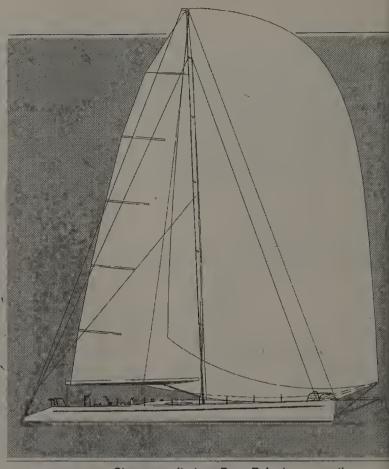
engineer Dirk Kramers and hydraulics wizard Tony Settelmeyer — both part of the *Alinghi* design team — oversaw the canting keel mechanisms; and High Modulus NZ, a Kiwi-based company, was consulted on the composite engineering issues.

Choate built the boat in his Long Beach shop in nine months, beginning

> in mid-May, 2003. The boat was trucked to Marina del Rey, where a towering five-spreader black carbon fiber Hall Spar rig was installed. North sails and Harken winches and deck hardware complete the package. Interestingly, the new M-80 sports a retractable carbon bowsprit and no spinnaker pole. The sprit, which sticks 9 or 10 feet past the bow, has two modes - it can articulate (be pulled back with afterguys), or be

pinned in place in a bracket for buoy racing (i.e., no afterguys are necessary).

The new boat, white with blue graphics, is apparently quite beautiful and, if the San Diego PHRF committee's rating of -180 is correct, wickedly fast. That number puts it about 40 seconds a mile faster than Andrews' 2002 design Alchemy, a 77-foot water-ballasted turbosled. "I think that may prove to be too harsh a rating," commented Andrews. "The boat will be fast, but not that fast! We'll know more after they go



Sheer magnitude — Doug Baker's new cantingkeeled Andrews 80 'Magnitude 80' should be pulling into Manzanillo right about now.

sailing for awhile."

Baker and his Manzanillo Race crew—boat captain Steve Dodd, sailmaker Keith Kilpatrick, Chris Carson, Mike Elias, Eric Fisher, Randy Moreno, Mike Nash, Fred O'Connor, Mike Pentacost, Rambo Snyders and Mike Van Dyke—should have some great stories after the race. The boat will have only been in the water four days before their February 27 start, and they will only have practiced for two days!



"We'll be all right," figured Dodd. "We'll just do everything really slowly, and try not to blow up anything. We're pretty used to the size of the boat — it's the systems that we're more concerned about."

Rolex Miami OCR

The 15th anuual Rolex Miami Olympic Classes Regatta, held January 27-30, attracted 323 boats and 503 one design sailors from 39 countries, most of whom were competing with an eye on August's Olympic Games in Athens. Eleven Olympic and Paralympic classes sailed in the large and prestigious event, which consisted of six racing circles on Biscayne Bay. The US Sailing Center in Coconut Grove was the regatta head-quarters, while five local yacht clubs (Coral Reef, Key Biscayne, Miami, Coconut Grove, Shake-A-Leg Miami) helped run the races.

Conditions for the four-day regatta were less than optimal — a vicious squall cut racing short on the first day, and the last day was abandoned due to no wind at all. The two days in the middle were apparently mindbenders, featuring big shifts and flukey going.

American sailors won four of the classes — Mark Reynolds and new crew Steve Erickson took the tough 58-boat Star class, Tim Wadlow and Pete Spaulding won the 49ers, Mikee Anderson-

Belvedere's Molly Carapiet (Yale, '06) and crew Whitney Besse (Brown, '03) were second in the 470 Women's class at the Miami OCR.



Golden Torch winners Steve Erickson (left) and Mark Reynolds. Next up, the Star Olympic Trials in Miami on March 18-28.

Mitterling and Graham Biehl topped the small Men's 470 class, and former Bay Area sailor Jeff Madrigali, still quite ablebodied, won the 2.4 Metre class. Reynolds and Erickson were later presented the Golden Torch Award, emblematic of the best U.S. performance at the regatta.

U.S. sailors in five of the competing classes at the OCR — Europe, Finn, 49er, Yngling, Tornado — stayed around the Miami area after the regatta to prepare for their upcoming Olympic Trials. Results of the Trials, which were just ending as we went to press, appear in *Box Scores*.

STAR — 1) Mark Reynolds/Steve Erickson, USA, 37 points; 2) Colin Beashel/David Giles, AUS, 44; 3) Freddy Loof/Anders Ekstrom, SWE, 51; 4) Afonso Domingos/Bernardo Santos, POR, 51; 5) Paul Cayard/Phil Trinter, USA, 52. (58 boats)... NorCal boats: 10) Howie Shiebler/Will Stout; 29) Peter Vessella/Brian Fatih.

YNGLING — 1; Sharon Ferris/Kyllie Jameson/ Joanna White, NZL, 30 points; 2) Hannah Swett/ **Melissa Purdy**/Joan Touchette, USA, 35; 3) Karianne Eikeland/Lise Fredriksen/Beate Krisiansen, NOR, 44; 4) Carol Cronin/Nancy Haberland/Elizabeth Filter, USA, 47; 5) Betsy Alison/Suzy Leech/Lee Icyda, USA, 53. (17 boats)

EUROPE — 1) Lenka Smidova, CZE, 11 points; 2) Meg Gaillard, USA, 17; 3) Sarah Blanck, AUS, 31; 4) Ditte Juul, DEN, 40; 5) **Krysia Pohl**, USA, 49. (20 boats)... NorCal boat: 16) Casey Pelletier.

FINN — 1) Mateusz Kusznierewicz, POL, 12; 2) Jonas Christensen, DEN, 24; 3) Geoff Ewenson, USA, 26; 4) Kevin Hall, USA, 28; 5) **Mo Hart**, USA, 48. (35 boats).... NorCal boats: 20) Andras Nady; 22) Bradley Nieuwstad; 30) Charles Heimler; 33) Patrick Weaver.

470 MEN — 1) Mikee Anderson-Mitterling/Graham Biehl, USA, 15 points; 2) Stuart McNay/Arthur Kinsolving, USA, 17; 3) Craig Noakes/Nick Beaudoin, CAN, 46. (6 boats)... NorCal boat: 4) Nedko Vassilev/Mario Yovkov.

470 WOMEN — 1) Alina Grobe/Vivien Kussatz, GER, 18 points; 2) **Molly Carapiet**/Whitney Besse, USA, 25. (7 boats)

49er — 1) Tim Wadlow/Pete Spaulding, USA, 15 points; 2) Chris Rast/Christian Steiger, SUI, 31; 3) Andy Mack/Adam Lowry, USA, 43; 4) Dalton Bergen/Zack Maxam, USA, 45; 5) Tom Fitzpatrick/Fraser Brown, IRL, 48. (20 boats)... NorCal boat: 14) Doogie Couvreux/Madhaven Thirumalai.

LASER — 1) Paul Goodison, GBR, 43 points; 2) Mark Mendelblatt, USA, 50; 3) Peer Moberg, NOR, 60; 4) Maciej Grabowski, POL, 64; 5) Aris Michail, GRE, 67. (63 boats).

TORNADO — 1) Enrique Figueroa/Jorge Hernandez, PUR, 33 points; 2) Roman Hagara/Hans Steinacher, AUT, 36; 3) Mitch Booth/Mr. Derchsen, NED, 37; 4) Aaron McIntosh/Mark Kennedy, NZL, 43; 5) Lars Guck/Jonathan Farrar, USA, 48. (29 boats)

MISTRAL MEN — 1) Joao Rodrigues, POR, 7 points; 2) Richardo Santos, FRA, 21; 3) Nicolas Guyader, FRA, 25; 4) Nicolas Huguet, FRA, 29; 5) Fabrice Hassen, FRA, 32. (24 boards)

MISTRAL WOMEN — 1) Antonia Frey, GRE, 106 points; 2) Irina Konstantinova, BUL, 116; 3) Carol Borges, BRA, 141. (14 boards)

SONAR — 1) Udo Hessels/Marcel Van De Veen/Mischa Rossen, NED, 28 points; 2) Brian Mackie/Brian MacDonald/Paul Tingley, CAN, 29; 3) Peter Doerr/Mike Wilson/Rick Ross, USA, 30. (14 boats)

2.4 METER — 1) Jeff Madrigali, USA, 28 points; 2) Stellan Berlin, SWE, 29; 3) Hans Meyer, USA, 30. (18 boats)

Full results --- www.ussailing.org.

Beer Can Series Preview

In about a month — April 4, to be exact — Daylight Saving Time will return. That means, among other things, that the summer beer can racing series can't be too far behind. We've listed two dozen of these sociable, low-key series below, and will gladly list any other NorCal ones we've missed. Next month, the entire list will begin appearing in the Calendar.

We also want to remind everyone that the *Latitude* Beer Can Challenge still stands — anyone who races five consecutive beer can races (Monday through Friday) will be receive a T-shirt and a writeup in these pages. It's harder to do than



THE RACING

it looks, especially as there is only one Monday series and just two Thursday series.

Past sultan of suds' include Arjan Bok, Renee Wilmeth, and Lucie van Breen. The reigning King and Queen of the Cans, skipper Mel Atwood and crew Cello Perez, earned their crowns the hardest way last summer — they did five races in a row on the same boat, Atwood's Newport 28 Taingiel.

Regardless of your interest in the Beer Can Challenge, we encourage everyone to get out after work as often as possible in these upcoming evening regattas. They're fun, good for your mental health, and might even make you a better sailor.

BAY VIEW BC — Monday Night Madness. Spring: 4/19, 5/3, 5/17, 5/31, 6/14, 6/21 (make-up). Summer: 7/26, 8/9, 8/23, 9/6, 9/20, 9/27 (make up). John Super, (415) 661-3498.

BENICIA YC — Thursday Race Series. Every Thursday night, 4/1-9/30. Chris Corcoran, (707) 746-6600.

BERKELEY YC — Friday Night Races. Every Friday night, 4/9-9/24. Paul Kamen, (510) 540-7968.

CAL SC — Sunday Morning Lido 14 Races, intraclub only, year round. Sunday Afternoon Bytes and Lasers, open to all, year round. Joe Matera, dzntmatera@aol.com.

CORINTHIAN YC — Friday Night Series. Every Friday night, 4/9-9/3. John Warren, (415) 435-4771.

COYOTE POINT YC — Every Wednesday, 4/7-10/27. Mike Finn, (408) 866-5495.

ENCINAL YC — Friday Night Twilight Series. Spring: 4/23, 5/7, 5/21, 6/11, 6/25. Summer: 7/23, 8/6, 8/20, 9/10, 9/24. David LeGrand, (510) 522-3272.

FOLSOM LAKE YC — Every Wednesday night, 5/5-9/29. John Poimiroo, john@poimiroo.com.

GOLDEN GATE YC — Friday nights: 5/14, 5/28, 6/11, 6/25, 7/9, 7/23, 8/6, 8/20, 9/3. Ruth Gordon-Schnapp (415) 386-2238. Also, Farr 40 Fridays: 7/16, 7/30, 8/13, 8/27. Matt Jones, (415) 336-8584.

ISLAND YC — Friday Nights on the Estuary: 4/ 16, 4/30, 5/14, 6/4, 6/18, 7/30, 8/13, 8/27, 9/17, 10/ 1. Joanne McFee, (925) 254-5384.

LAKE YOSEMITE SA — Every Thursday night, 5/6-9/9. Sharon Schmidt, (209) 383-3371.

OAKLAND YC — Sweet 16 Midweek Series. Every Wednesday night, 5/12-6/30 and 7/28-9/15. Ted or Diane Keech, (510) 769-1414.

RICHMOND YC — Wednesday Night Series: 5/5, 5/19, 6/2, 6/16, 7/7, 7/21, 8/4, 8/18, 9/1, 9/15. Eric Arens, (510) 841-6022.

ST. FRANCIS YC — Foikboat Wednesday Nights. Every Wednesday, 5/5-6/30 and 8/4-8/25. John Craig, (415) 563-6363.

SAN FRANCISCO YC — Family Dinghy Series, Opti/Splash/FJ. Every Wednesday night: Late June thru early Sept. Youth Director, (415) 435-9525, or *sfycyouth@aol.com*.

SANTA CRUZ YC — Wednesday Night Races. Every Wednesday during Daylight Saving Time.



Mmmmm, beeeeer — 'Yucca' bowman/bartender Charlie Mohn serves up the suds.

Larry Weaver, (831) 423-8111, or weaver@cruz-io.com.

SAUSALITO YC — Tuesday Sunset Series. Spring: 4/27, 5/11, 5/25, 6/8, 6/22. Summer: 7/27, 8/10, 8/24, 9/7, 9/21. Don Wieneke, (415) 332-0186.

SEQUOIA YC — Every Wednesday night, 4/14-10/13. John Mattis, (650) 361-9471.

SIERRA POINT YC — Every Tuesday night, 5/4-8/31. Tom McKinney, (650) 952-0651.

SOUTH BEACH YC — Friday Nights. Practice: 4/23. 'A' series: 4/30, 5/7, 5/21, 6/4, 6/18, 6/25. 'B' series: 7/16, 7/23, 7/30, 8/6, 8/20, 8/27. Randy Wells, (650) 991-2995.

STOCKTON SC — Every Wednesday night, 6/2-8/25. Kelly Humphreys (209) 957-4828.

TAHOE YC — Monday Night Lasers. Spring Series, 5/31-7/12. Summer Series, 7/19-8/30. Eric Conner, eric@connerproperties.com. Also, Wednesday Night Beer Cans. Spring Series, 6/2-7/14. Summer Series, 7/21-9/1. Fall Series, 9/8-9/29. Gary Redelberger, (530) 583-9132.

TIBURON YC — Friday nights: 5/14, 5/28, 6/11, 6/18, 6/25, 7/9, 7/23, 8/6, 8/20, 9/10, 9/24. Lesa Kinney, (415) 332-4014.

TREASURE ISLAND SC — Vanguard 15 Thursday Night Series. Every Thursday night, 4/89/2. Rebecca, rab26@humboldt.edu.

VALLEJO YC — Every Wednesday night, 4/7-9/29. Jim Mueller (707) 643-1254.

Manzanillo Race

A small but competitive 22-boat fleet is currently sailing in — or perhaps just finished — San Diego YC's revived 1,100-mile race to the Las Hadas Resort in Manzanillo. Oddly enough, that's exactly how many boats sailed in this race the last time it was held in 1994, when Roy Disney's SC 70 Pyewacket set the course record of 5 days and 16 minutes. Given any wind, all four big boats in this year's race — Magnitude 80, Alchemy, Medicine Man and Victoria 5 — have the horsepower to lower that record significantly.

Six performance cruising boats left San Diego on February 24, followed two days later on February 26 by a dozen racing boats in PHRF-A and B. The PHRF AA class which some say was named after Medicine Man crew Alan Andrews, who designed all four entries - blew out of town last on February 27. Notable entries among the smaller boats include Ross Pearlman's TransPac division winning Jeanneau 52.2 Between The Sheets; a trio of comfy J/160s (Blue, Maitri, Indigo), Dennis Conner's potent R/P 50 Stars &

Stripes; Jim Madden's brand new J/145 Stark Raving Mad; and Jorge Ripstein's new-to-him Farr ILC 46 Wasabi, sailing to her new home in Mexico. Check out www.sdyc.org to follow the race's progress and to see who won.

On a marginally-related tangent, the crew of Bill and Ana Weiland's J/160 Indigo — which we were fortunate to be part of - went through the mandatory man-overboard drills before the race. We also conducted an additional optional drill, each jumping into the Weiland's pool with all our nighttime gear on. This completely-worthwhile 'pool party' was overseen by one of our crew, Mike Hoey, a 37-year-old Grosse Point, MI, sailor/ paramedic/safety guru. (Hoey was in the news recently for diving off the Swan 68 Chippewa at Key West Race Week and trying to revive a J/24 sailor who suffered a fatal heart attack. Hoey's subsequent comments in Scuttlebutt about equipping big boats with defribillators have inspired many racing boats, including Indigo and Pyewacket, to order the devices.)

Once in the pool, we had to tread water for 20 minutes and prove to Hoey that we were at least buoyant for that long. Even in the comfort of the heated pool, two of our crew struggled. Some of the lessons learned were immediately obvious: inflatable PFDs were far superior to battle-weary red racing vests, you can't swim with footwear on (sneakers are much easier to shed than boots, especially leather ones), and that foulie jackets, especially those with fleece insulation, are also impossible to swim in.

"The idea is to stay calm and conserve energy," says Hoey, who has also put the crews of *Equation* and *Chippewa* through these drills. "Immediately ditch your shoes, jacket, fleece and anything else you don't need. Keep your harness if at all possible — you may need it to get picked up with, as you will be very heavy and probably tired. Learn how to scoop air into your dry top, if you are wearing one, or tie knots in your pant legs and turn them into 'water wings'. Always carry a whistle and a personal strobe, too."

Everyone on the *Indigo* crew learned valuable lessons and gained confidence from the drill, and several of us will be sporting new and improved safety equipment for the race. Hopefully, our new knowledge and gear will never be put to the test.

Box Scores

We're sick of winter, and ready for the

2004 San Diego to Bahia de Manzanillo

| Yacht | <u>Design</u> | <u>Owner</u> | Rating | Yacht Club |
|-----------------------|----------------------|-----------------------------|--------|----------------|
| PHRF-AA (started Frid | | | | |
| Magnitude 80 | Andrews 80 | Doug Baker | -180 | Long Beach |
| Alchemy | Andrews 77 | Mary & Richard Compton | -141 | Santa Barbara |
| Medicine Man | Andrews 61 | Bob Lane | .93 | Long Beach |
| Victoria 5 | Andrews 52 | Mike Campbeli/Scott Dickson | -84 | Long Beach |
| PHRF-A (started Thur | sdav. 2/26) | | | |
| Sorcery | Muli 82 | Jake Wood | -48 | California |
| Stars & Stripes | R/P 50 | Dennis Conner | -39 | San Diego |
| Wasabi | Farr ILC 46 | Jorge Ripstein | -33 | Acapulco |
| Stark Raving Mad | J/145 | Jim Madden | -27 | San Diego |
| Velos | Tanton 73 | Kjeld Hestehave | -21 | San Diego |
| PHRF-B (started Thur | sdav. 2/26) | | | |
| Blue | J/160 | Ken & Cheryl Sears | -15 | Scuttlebutt |
| Maitri | J/160 | Peter Johnson | -15 | San Diego |
| Indigo | J/160 | Bill & Ana Weiland | -15 | ASFYC |
| Horizon | SC 50 | Jack Taylor | 3 | Dana Point |
| Bay Wolf | SC 50 | Kirk Wilson | -3 | Cabrillo Beach |
| Black Knight | Farr 39 | Phil Friedman | 18 | Del Rey |
| Paddy Wagon | Ross 40 | Richard & Janice Mainland | 24 | California |
| PERFORMANCE CRUI | SING (started Tuesda | v. 2/24) | | |
| latala | Beneteau 40.7 | Marcos Rodríguez | 54 | Acapulco |
| Tranquility | Beneteau 40.7 | Max & Shirley Lynn | 54 | Santa Barbara |
| Spirit | Hylas 54 RS | Craig Grosvenor | 57 | San Diego |
| Equity | Swan 46 | Tom Holthus | 69 | San Diego |
| Between the Sheets | Jeanneau 52.2 | Ross Pearlman | 72 | Del Rey |
| Magic ** | Kelly Peterson 44 | Thayer Ridgway | 423 | San Diego |

reading about them, too. Accordingly, we've thrown the majority of last month's race results into *Box Scores*.

SAUSALITO YC MIDWINTERS (Feb. 1):

J/105 — 1) **Jose Cuervo**, Sam Hock, 2 points; 2) **Orion**, Gary Kneeland, 5; 3) **Juxtapose**, Ariel Poler, 6. (7 boats; 2 races)

BIG SPINNY (< 111) — 1) Sensation, 1D-35, Mario Yokov; 2) Absolute '02, Sydney 38, Keith MacBeth; 3) E.T., Antrim 27, Todd Hedin. (8 boats) LITTLE SPINNY (> 111) — 1) Picaroon, SanNON-SPINNAKER II (> 185) — 1) **Nordlys**, Knarr, Joel Kudler; 2) **Patience**, Ranger 23-T, John Baier. (3 boats)

SANTANA 22— 1) **Fiddler's Green**, John Slivka. (1 boat)

Full results -- www.syconline.org.

RYC SMALL BOAT MIDS (cumulative after Feb.):

EL TOROS — 1) Fred Paxton, 35 points; 2) Gordie Nash, 44; 3) David Liebenberg, 69; 4) John Amen, 98; 5) Andrew MinKierty, 104; 6) Max Fraser, 117; 7) Mike Quinn, 117; 8) Paul Tara, 123; 9) John Liebenberg, 129; 10) Mike Dias, 162. (39 boats; 13 races)

OPTIMIST — 1) Ben Lezin, 33 points; 2) Rogan Kriedt, 33; 3) Claire Dennis, 34; 4) Ian Simms, 43; 5) Finn-Erik Nilsen, 88; 6) James Moody, 90; 7) Cody Nagy, 91. (17 boats; 12 races) SNIPE — 1) Andy Goodman, 22 points; 2) Vince

SNIPE—1) Andy Goodman, 22 points; 2) Vince Casalaina, 25; 3) Joseph Harvard, 27; 4) Nabil Shahin, 28. (8 boats; 9 races)

CFJ — 1) Izzy Zingale, 31 points; 2) Alex Knox, 34. (7 boats; 14 races)

BYTE — 1) Alex Knox, 20; 2) Kati Murray, 24. (5 boats; 9 races)

WYLIE WABBIT — 1) Erik Menzel, 20 points; 2) Peté Rowland, 21; 3) Bill Erkelens, Jr., 30; 4) Greg Byrne, 33. (12 boats; 7 races)

THISTLE — 1) Eric Stoelting, 11 points; 2) Jonathan Howell, 12. (5 boats; 6 races)

INT. 14 — 1) Kirk Twardowski/Tim Burks, 9 points; 2) Lawrence Henderson/Kurt Schmidt, 12. (5 boats; 7 races)

29er — 1) Michelle Fraser/Richard Carter, 11 points; 2) Jordan Fromm, 15. (5 boats; 7 races)

CORONADO 15 — 1) Kevin Wasbauer, 13 points; 2) Ryan Schofield, 17. (7 boats; 7 races)

LASER — 1) Tracy Usher, 15 points; 2) Tim Russell, 24; 3) David Lapier, 14; 4) Will Benedict, 56; 5) Blaine Pedlow, 59; 6) Chris Boome, 64; 7)



Pool party, from left — 'Indigo' crew Erik Shampain, Bill Weiland, Karen Yngling and John Gladstone testing out their gear.

summer sailing season! We're also tired of writing about light-air midwinter races — and we're pretty sure you're tired of

tana 35, Mike Melin; 2) Gammon, Tartan Ten, Jeff Hutter; 3) Mr. Toad, J/24, John Hunt. (8 boats)

NON-SPINNAKER I (< 185) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Youngster**, IOD, Ron Young; 3) **Roeboat**, Catalina 30, Rod Decker. (4 boats)

THE RACING

Brad Nieuwstad, 64; 8) Michael Mann, 64; 9) Vladimir Butenko, 65; 10) Roger Herbst, 72. (29 boats: 7 races)

PORTSMOUTH — 1) Bob Cronin, Sunfish, 15 points; 2) George Wilson, 18; 3) Adam Boroherding/Rob Howe, Hobie 16, 24; 4) Roy Jordan, Sunfish, 29. (12 boats; 7 races)

Full results - www.richmondyc.org.

SOUTH BAY YRA #4 (SeqYC; Feb. 7):

SPINNY — 1) Pizote, Santana 30/30, Matt Neumann; 2) Mer Linda, Catalina 30, Mark Hale; 3) Windwalker, Jeanneau 36, Jim Benson. (6 boats) NON-SPINNY — 1) Chablis IV, Cal 25-2, Dave Few; 2) M-6, Merit 25, Stan Phillips; 3) Chiquita 2.0, Catalina 36-TM, Hank Schade. (6 boats)

Full results — http://sbyra.home.comcast.net/

ETCHELLS REGATTA (SDYC; Feb. 7-8):

1) Alturas, Alex Camet, 17 points; 2) No Justice, Jeff Pape, 18; 3) Hissar, Vince Brun, 20; 4) It's OK!, Craig Fletcher, 40; 5) Traces, Dave Campion, 44; 6) Slip Knot, Peter Isler, 52; 7) Wild Bill, Bill Engle, 54; 8) Buzz Lightyear, Fredrid Laffitte, 58; 9) Gorilla Salad, Andrew Whittome, 64; 10) Poodelyn, Chris Nesbitt, 66. (31 boats; 5 races; no throwouts; www.sdyc.org.)

ALAMEDA YC ESTUARY MIDS (Feb. 8):

DIV. A (0-138) — 1) **Buzz Lightyear**, Capri 30, Rob Worlfel; 2) **Rascal**, Wilderness 30, Rui Luis; 3) **Wile E. Coyote**, Express 27, Dan Pruzan. (8 boats)



Up periscope! Langley, WA, pro sailor Jeff Madrigali stomped on the 2.4 Meter fleet at the Miami Olympic Classes Regatta.

COLUMBIA 5.5 — 1) Cheater, Jim Graham; 2) Wings, Mike Jackson; 3) Alert, Dick Humphrey. (6 boats)

DÍV. C (139-189) — 1) **Lelo Too**, Tartan 30, Emile Carles; 2) **Double Agent**, Merit 25, Robin Ollivier. (5 boats)

DIV. D (190-up) — 1) **Pip Squeak**, Santana 20, Aaron Lee. (2 boats)

NON-SPINNAKER — 1) No Name, Santana 22, Ron Posey; 2) Dominatrix, Santana 22, Heidi Schmidt; 3) Crinan, C&C 30, Don Blood. (8 boats)

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LMSC ROBINSON MIDS (Feb. 14; 3 races):

EL TORO, SR. — 1) (tie) John Amen and Dave Vickland, 17.25 points; 3) Fred Paxton, 16.25. (6 boats)

EL TORO, JR. — 1) Max Fraser, 8.5 points. (2 poats)

LÍDO 14 — 1) Jack Navarra, 15.75 points; 2) Jim Mackey, 12. (4 boats)

SUNFISH — 1) (tie) George Wilson, Bob Cronin and Roy Jordan, 9.25 points. (3 boats)

MPYC PERRY CUP (final results):

'A' FLEET/OVERALL — 1) Pax Davis/Dave Morris, 26 points; 2) Tracy Usher/Christy Oosterhous, 26; 3) Jack & Patti McAleer, 48; 4) Steve Kraft/





stantial tax savings and the possibility of a partial cash sale makes a charitable donation a very attractive alternative

for any owner who is considering selling

their well-found power or sailing yacht.

SHEET

Greg Pimintel, 49; 5) Pat & Brendan Bradley, 54. (11 Mercuries; 15 races; 3 throwouts)

'B' FLEET — 1) Hal & Anne McCormick, 60 points; 2) Alex Mountjoy/Mike Weinman, 61. (4 Mercuries)

Full results - www.mercury-sail.com.

FARR 40 & J/105 CLINIC (SFYC; Feb. 14):

J/105 — 1) Wonder, Paul Dines, 3 points; 2) Juxtapose, Ariel Poler/Cindy Weitzman, 5; 3) Kookaburra, Craig Mudge, 5. (9 boats; 2 races) FARR 40s — drills only (3 boats)

ENCINAL YC JACK FROST MIDS (Feb. 21):

DIV. I (< 99) — 1) Kodiak, Sierra 26, Kim Desenberg; 2) Magic, Tripp 40, John Rizzi. (4 boats) ANTRIM 27 — 1) Max, Bryan Wade. (3 boats) MELGES 24 — 1) Light Brigade, Warren Davidson. (3 boats)

EXPRESS 27 — 1) Motorcycle Irene, Will Paxton/Kyla Gundeson; 2) Chimo, Brad Pennington; 3) Magic Bus, Paul Deeds; 4) Moxie, Jason Crowson/Josh Grass; 5) Wetsu, Phil Krasner. (15 boats)

DIV. IÍ (102-168) — 1) **Triumph**, WylieCat 30, Jake Cartwright/Steve Seal; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Encore**, Wylie Gemini Twin, Andy Hall. (9 boats)

DIV. III (> 170) — 1) Talisman, J/22, Gary



Fourth's time a charm — Versatile Ventura sailor Kevin Hall just won the Finn Olympic Trials. Previously, he competed in the '92 Trials (Finn), '96 Trials (Laser) and '00 Trials (49er).

Albright; 3) Bluejacket, Cal 29, Bill O'Connor. (6 boats)

MULTIHULLS — 1) Buster, F-25, Ernie Schimpf; 2) Sally Lightfoot, F-31, Paul Martson. (4 boats)

Full results - www.encinal.org.

SANTA CRUZ YC MIDWINTERS (Feb. 21):

CREWED — 1) Animal, Sydney 38, Craig French, 2 points; 2) Sofa King Fast, Gripenstraw/

Bassano, 4; 3) **#121**, Moore 24, Henry Nieuwstad; 4) **Sophie**, SC 27, Luc De Faymoreau, 12; 5) **Trail-blazer**, Melges 24, Dave Emberson, 14. (15 boats; 2 races)

DOUBLEHANDED — 1) Minor Threat, Melges 24, Peter Dalton, 2 points; 2) Ngellew Fejj, Moore 24, Peter Phelan, 5. (5 boats; 2 races)

U.S. OLYMPIC TRIALS (Feb. 12-22):

YNGLING (Key Biscayne YC) — 1) Carol Cronin/Liz Filter/Nancy Haberland, 31 points; 2) Hannah Swett/Joan Touchette/Melissa Purdy, 36; 3) Sally Barkow/Carrie Howe/ Deborah Capozzi, 38. (6 boats)

49er (Key Biscayne YC) — 1) Tim Wadlow/Pete Spaulding, 16 points; 2) Dalton Bergan/Zack Maxam, 24; 3) Andy Mack/Adam Lowry, 38. (11 boats)

EUROPE (Lauderdale YC) — 1) Meg Gaillard, 15 points; 2) **Krysia Pohl**, 34; 3) Christin Feldman, 37. (14 boats)

FINN (Lauderdale YC) — 1) Kevin Hall, 26 points; 2) Geoff Ewenson, 53; 3) Eric Oetgen, 55; 4) Bryan Boyd, 56; 5) **Mo** Hart, 57. (23 boats)

TORNADO (Miami YC) — 1) John Lovell/Charlie Ogletree, 16 points; 2) lars Guck, Jonathan Farrar, 24; 3) Robbie Daniel/Enrique Rodriguez, 38. (8 boats)

Full results - www.ussailing.org

Race Notes

Good news, bad news: Bill Turpin,





THE RACING

just sold his TransPac-winning Davidson TP-52 Alta Vita to David Ford, a Swan 44 owner from Newport, RI. "It's kind of sad to sell such a great boat, but sometimes you have to make tough choices," said Turpin, who cited four reasons for letting go of AV: he's back at work as an entrepreneur working with several start-up companies; the TP-52 class isn't really happening on the West Coast this year; it's a good w time to sell (TP-52s are in § demand and the economy is better), and he wants to take a break from sailing for awhile.

With Alta Vita's departure to the East Coast, the **TP-52 class** seems to be finally coming together — ironically, however, on the 'wrong' coast. Four more TP-52s are about to join the East Coast fleet — a trio of Farr-designed, Goetz-built sisterships (Esmeralda, Sjambok, Brightstar) will hit the water starting in April, followed by Trader, a Jim Donovan



Thanks for the memories — Bill Turpin won the '02 TransPac overall with his silver Davidson TP-52 'Alta Vita' — in his first attempt!

design being built in Brazil for Great Lakes sailor Fred Detwiler. The class is targeting three races this year: Six TP-52s are planning on entering the June 18 Bermuda Race (AV, Rosebud, Beau Geste and the three Farrs), seven should be at July's Chicago-Mac (the same six, plus *Trader*), and as many as nine may show up at September's Big Boat Series (add some combination of *Braveheart*, *Yassou*, and *Flash*). See *www.transpac52.org* for the rest of the story.

Remembering Linda: Hot San Diego Laser sailor Andrew Campbell, now a sophomore at Georgetown University, was recently named the first recipient of the new Linda Elias Sailing Scholarship. The purpose of

this new award, according to the Deed of Gift, is "to present grants to individuals who have advanced the sport of sailing by their own accomplishments or by assisting others. This is what Linda Elias represented in doing so much for others."

Kites to Kaneohe: The 13th biennial **West Marine Pacific Cup** now lists 66 entries, with a few more in the wings.

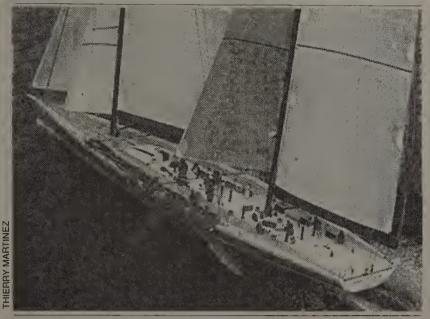




SHEET

"We're still a little light on entries this year, but there's still some chance we'll reach our 70-boat limit over in Kaneohe Bay," noted race official Jim Quanci. The latest batch of entries include Bodacious (Farr One Ton, John Clauser/Bobbi Tosse), Polecat (WylieCat 30, Tom \) □ Danford), Chimaera (Driscoll 47, David Scully, Dana Point), Reinrag 2 (J/125, Tom Garnier, Portland, OR), Auspice (Schumacher 40, Jim Coggan), and Yassou (N/M

TP-52, Jim Demetriades, Los Angeles). Bob Miller's giant 144-foot *Mari-Cha IV*, currently the fastest distance-racing boat in the world, just requested an entry package and should be signed up any day now. It doesn't take a math degree to figure out that the current Pac Cup record — 6 days, 14 hours, and 22 minutes, set by the water-ballasted SC 70 *Pyewacket* in 1998 — is about to be seriously low-



It's Miller time! The 144-foot, canting-keeled 'Mari-Cha IV' could well obliterate the Pacific Cup record this July.

ered. See www.pacificcup.org for the full list of entries.

Sale boats of the month: The busy **Grand Prix Sailing Academy** has picked up a fourth 1D-35, **Sweet Sensation** (ex*Smiling Bulldog*). They've also become a dealer for the new USWatercraft

(Portmouth, RI)-built 1D-35s, and hope to get a one design fleet started on the Bay. Look for GPSA at next month's Sail Expo. . . Dale Williams sold his Farr ILC 46 Wasabi to Acapulco sailor Jorge Ripstein, who is moving up from his mustard-colored R/P 44 Natissima. . . Fremont sailor John Tuma just ordered a new Schumacher-designed, TPI-built Alerion Express 28, to be named Green Onions. That will bring the local fleet - notably, the first AE-38 one design class in

the country — up to 11 boats. The gentle-manly class, which races non-spinnaker and doesn't allow hiking, has already begun their inaugural 9-regatta season championship, with the CYC Midwinters their season opener.

Random notes: According to sailmaker-turned-yachtbroker Norman Davant, the more-relaxed **Farr 40 'Silver Fleet'** will make its local debut at





THE RACING SHEET

the Big Daddy Regatta on March 13-14. At least six boats (Astra, Shadow, Wired, Javelin, Slingshot, Blue Chip) will sail the regatta under new rules designed to bring the cost of campaigning down (e.g., only one paid pro, etc.). . . . Race four of the South Beach YC Midwinters was abandoned due to lack of wind. A make-up is scheduled for March 27... The inaugural. Waikiki Offshore Challenge, sponsored by the Waikiki YC and the TP-52 class on July 31-August 6, is open to TransPac

52s, J/105s, 1D-35s, PHRF and Americap boats. The ambitious new series, augmented by an Inshore Challenge (Melges 24, J/24, PHRF, Americap) on July 23-25, hopes to fill the massive void left by the **Kenwood Cup**. More information, including the NOR, can be found at www.waikikiyc.com.

Honey, I shrunk the boats: Fun-loving Farr 40 owner **Peter Stoneberg** (*Shadow*) has bought a matched pair of America's Cup boats from *Oracle Racing*. Fortunately for his wallet, they are the



The beautifully-restored 'Windward Passage' graced the Newport Harbor YC docks for the TransPac YC's recent biennial dinner.

one-third scale models that America-One and Oracle used for sail testing and other secret R&D. The three-person, carbon boats are 25 feet long, have five-spreader rigs, runners, and big bulb keels — "Just like the real thing, only left in the dryer too long and they shrunk," reports Stoneberg. "They're a blast to sail. They're upwind speed machines, and push a lot of water down-

wind — again, just like the real thing!" Stoneberg is currently sailing the two boats out of Alameda Marina, enjoying the flat water and gentler winds of the Estuary.

Sixteen and counting: The 14th biennial SSS Singlehanded TransPac, the 2,120-mile solo race from here to Hanalei Bay on June 26, has attracted 16 entries. Listed alphabetically, they are Alchera (J/120, Mark Deppe), Alegria (Nicholson 35, Jim Teipen), Audacious (Custom Peterson 36, Carl Eshelman), Cookie Jar (Moore 24, George

McKay), Ergo (Ericson 35, Bill Merrick), Harrier (Finn Flyer 31, Ken 'The General' Roper), Haulback (Spencer 35, Jim Kellam), Islander (Bristol 34, Barbara Euser), Kaien (Waterline 45, Steve Saul), Miss Laney (Ericson 30+, Daniel Alvarez), Moore Havoc (Moore 24, Mark Moore), Prankster (Olson 30, Frank Ross), Rulsalka (SC 40, Erik Schwartz), Tan Tsin (Pacific 30, Steve Hocking), Tiger Beetle (N/M 45, Rob Macfarlane), and Wisdom (Santana 30/30, Alan Hebert). See www.sfbaysss.org for more.





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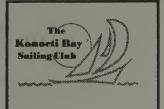
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WORLD

With reports this month on **Summer Chartering in the Med**, a look at **Pacific Northwest Sailing Vacations**, a mountain girl's tale of her **Life-Altering Charter** and miscellaneous **Charter Notes**.

Sailing in the Wake of the Ancients: A Something-for-Everyone Plan

When it comes to planning vacation getaways, one of the most common problems we diehard sailors experience is convincing family and friends to buy into our fantasies. Sure, our idea of a perfect vacation is a sailing charter in some exotic sun-kissed destination, but our would-be charter crew — spouses, kids, non-sailing best friends — usually have other ideas. They want head-spinning nightlife, chic boutiques, enriching cultural attractions and more. So what's a sailor to do?

Here's an idea that offers something for just about everyone, and will undoubtedly stand out as a truly unique vacation: Why not combine a trip to this summer's Olympic Games in Athens (August 13-29) with a sailing charter in the Med? Brilliant, right?

Experiencing an Olympiad just about anywhere would be a thrill, but no Olympic site could possibly compare with the magic of Greece. It was, of course, the birthplace of both the ancient and modern Olympic Games — not to mention the 'cradle of democracy'. Historians tell us that the first games were held here in 776 B.C. Many centuries later — in 1896 to be exact — the ancient contests were resurrected here into what we now call the modern Olympic Games.

Lying off the west coast of mainland Greece, the lonian is a popular cruising ground that reflects a mix of cultural influences. If any in your group are history buffs, or simply enjoy poking around age-old relics which are still relevant to the modern world, they'll find plenty here to keep themselves amused. It's mind-boggling to realize that Athens' wealth of archaeological sites such as the Parthenon, the Ancient Theater and the Marble Stadium were built roughly 2,000 years before the first settlers arrived in the New World.

By contrast, city fathers are pouring zillions of *drachmas* into modernizing the area's infrastructure to insure that transit to and from event venues is manageable. Projects include construction of a new international airport, a new metro network and a ring road (which skirts the city center).

If you've ever been to a host city shortly before, during or shortly after an Olympiad, you know that the energy in the air is always electric and most of the local citizenry beams with pride to be hosting the world's top athletes and their supporters, in what is arguably the most globally-unifying activity that man has ever conceived. Trust us, it is very cool to simply be on the periphery of such an event, even if you don't get the chance to witness specific events firsthand. And for those in your group who like to party 'til the wee hours, fear not. If you've ever been to a Greek wedding, you know that Greeks are gold medal contenders when it comes to celebrating. Likewise, the shoppers in your group will find no end of unique gifts and souvenirs.



A lone bareboat glides along the weather-worn cliffs of Corsica — one of many summer charter destinations that could be combined with a stint at the Athens Olympics.

Convinced yet? Almost? Good, then let's shift to the sailing portion of this little scheme. There are large charter bases just outside Athens at Piraeus which give access to a legendary group of isles called the Cyclades. Here you'll visit wonderful, historically-rich islands such as Santorini, Mykonos and Delos. But given the added hustle and bustle brought on by the Games, you might want to consider other Greek sailing venues also.

West of the Greek mainland lies the lonian Sea, most famous for Corfu, which is known for its Byzantine and Renaissance art. To the southwest are the islands of the Soranic Gulf, renowned for their rocky capes and pine-covered hill-sides, where short inter-island distances make for easy sailing. To the east between the Greek mainland and Turkey lie the Sporades, an area praised for both its seafood and agriculture.

Island-hopper flights, a countrywide ferry system and trains on the mainland make it relatively easy to return to Athens for the Games or to catch your home-



OF CHARTERING



ward flight, no matter which venue you choose.

The Dodecanese Islands are the farthest from Athens, but many savvy sailors consider this region to have the best sailing conditions — especially later in the summer, after the possibility of strong *meltemi* winds diminishes. Most

Games of the XXVIII Olympiad

Official website: www.athens2004.com

Ticket info and booking:

www.tickets.athens2004.com/

Note: Waste no time in nailing down tickets for individual events. For the most popular events, such as the Opening Ceremonies (August 13) and Closing Ceremonies (August 29), you may have to search elsewhere online.

Tourism Information:

Greek National Tourism Office, see: www.gnto.gr/ or www.greektourism.com/

Bareboats & Crewed Yachts:

While both Sunsail (800-327-2276) and The Moorings (888-952-8420) have multiple bases in the Aegean, Adriatic and the Med. consider also the offerings of Albatross Yacht Charters (800-377-8377) and Olympic Yacht Charters (877-2GREECE). Both are long-established Aegean specialists.

of the charter bases — for both bareboats and crewed yachts — are located at Rhodes, which is fascinating in its own right, and is situated only a short hydrofoil ride away from the popular Turkish charter bases at Marmaris. (It is usually difficult, but not necessarily impossible, to take a Greek charter boat into Turkish waters.)

Several interesting scenarios come to

mind here: 1) see the Games, then fly out to Rhodes and charter within the Dodecanese; 2) catch part of the Games, then do a one-directional charter from Athens to Rhodes (you'll need 10 days); or 3) after completing your stay in Greece, take the hydrofoil from Rhodes to Marmaris, then sail along the Turquoise Coast of Turkey - which actually has many more wellpreserved ruins than the Greek islands. You might then end your whirlwind tour with a couple of days exploring the wonders of Istanbul (formerly Constantinople) before flying

Want more sailing options? ≥

How about following your trip to the Games with a charter elsewhere in the Med or Adriatic? Western Europe has a bounty of worthwhile cruising grounds to choose from. Among these, Croatia's island-strewn Dalmantian coast would be high on our list of recommendations, as would Corsica and/or Sardinia. There are also charter boats available at several locations in Italy, along the French Riviera, in Spain's Balearic Islands and in Brittany, on France's Atlantic Coast.

Regardless of which sailing venue you choose, when combined with a trip to the Games, your crew is likely to praise you as a travel planning genius!

latitude/aet

Pacific Northwest Chartering: Practically in Our Own Backyard

If a trip to the Olympic Games this summer just isn't in the cards for you due to time and budget constraints, no worries. Consider instead paying a visit to the spectacular sailing grounds of the Pacific Northwest.

What this area lacks in centuries-old statuary, it makes up for with cascading waterfalls, densely-forested islands and playful marine mammals. And for Bay Area sailors, one of the region's most attractive attributes is that it lies only a few hours away by air, or a day and a half away by car — practially in our own backyard.

The extensive waterways which lie Both Greece and Turkey offer a wealth of centuries-old ruins to explore, giving visitors in-

sights into their ancient cultures.



WORLD

between British Columbia's massive Vancouver Island and the mainland of B.C. and Washington state comprise cruising grounds too vast to fully explore in one trip. So you'll need to do a bit of homework and decide whether to sail in the American San Juan Islands, the Canadian Gulf Islands, or in the less-traveled fiords of Desolation Sound and Princess Louisa Inlet — virtually uninhabited areas along the B.C. coastline that can be reached only by boat.

Charter operators are conveniently located throughout the region — in and near Seattle and Vancouver; at Anacortes; on San Juan Island; on Vancouver Island and elsewhere. Competition between them generally keeps the quality of maintenance and customer service high, but be aware that most are independently-operated firms with relatively small fleets. So booking early is key if you want a good choice of boats.

Since navigation here is pretty straightforward and the sailing conditions are relatively benign — apart from strong currents in some channels — it's an ideal chartering choice for sailors who are still building their 'captaining confidence', yet it's still rewarding for old salts.

Although the water in most of the area is too cold to swim in without a wetsuit, you'll find no shortage of things to do. Both the Gulf and San Juan Islands have cozy harbors with restaurants, bars and shops, and the region is peppered with pristine marine parks (with overnight

Although water temperatures are cool, the eyepopping beauty of the Pacific Northwest's cruising grounds is hard to beat.



mooring balls). Dozens of well-maintained trails lead inland to swimming holes, lakes, waterfalls and majestic promontories. And, through local scuba shops, divers can explore a rich underwater world teeming with sealife — much more abundant, in fact, than California's own coastal waters.

The region's northerly latitude translates into summer sunsets at nearly 10 p.m. By contrast though, the sailing season is short — May to October, with July and August being the sunniest months.

Eight years of chartering fun. Spread: In 1995, Suzi and her boyfriend (now husband) Rick took their first sailing vacation to the BVI. Inset, left: Suzi's first time on the wheel. Inset, right: Driving during the Ha-Ha with a SC 70 chute up.

That said, there's no time to lose in locking in your summer reservations.

- latitude/aet

The Accidental Sailor: "Just Send Money and the Dog"

Nearly my whole life has been spent in the mountains of Northern California, three hours away from the ocean, where the thought of sailing the seas simply never occurred to me. Until a few years ago, playing in rivers and lakes on powerboats comprised my entire 'water experience' resume. Then in 1995, a group of friends put together a trip to the British Virgin Islands which literally changed my life.

We chartered two Beneteau 510s from Sunsail on Tortola, and after three weeks of incredible sailing, awesome scenery, and near-perfect weather, I was hooked on this sailing thing. Matter of fact, when it came time to leave, I told my husband to just send me some money and the dog when he got home, because I was going to stay in the islands and continue sailing

I did come home, of course, but with



OF CHARTERING



to sail. That idea stayed alive in the back of my mind until finally, four years later, I started taking sailing lessons through Club Nautique in Alameda. They have a nice fleet of trainer and charter boats, a great instructional staff, and offer certification through US Sailing. As of this writing, I've just completed my final sail for the illusive and coveted Coastal Passage Making certification, and I've gained a wealth of knowledge, skills and abilities through the process. My greatest challenge now is to couple the knowledge and skills with as much practical and real-world experience as I can get. To that end, I crew as often as possible for friends on a variety of boats, and I take charter trips as often as possible. In fact, this month we're off to Belize for the second time.

Oddly enough, regardless of my possession of formal sailing certifications, the first question most non-California charter companies have asked me is, "Where did you learn to sail?" When I tell them I learned in the San Francisco Bay Area, their eyes widen, as do their assumptions that I must be the most gifted sailor on earth if I can sail the Bay.

On numerous occasions, my Bay sailing experience has paid off, such as during a charter in Mexico's Sea of Cortez,

when we encountered strong chubasco and corumel winds, and while sailing through tropical depressions among the islands off of Guatemala and Belize.

Because of my desire to eventually own and competently sail a big catamaran, I signed on as crew aboard Latitude's 63-ft cat Profligate for last fall's Baja Ha-Ha. And I even dragged my husband, Rick, along with me for the adventure - although he's a lot more into airplanes than sailboats. In addition to the nonstop fun aboard the huge

cat, we both picked up an enormous amount of experience and knowledge from the Poobah and the rest of the *Profligate* crew.

That experience greatly reinforced the dream of owning a boat of my own. And since then, I've spent a great deal of time searching the classifieds, both in print and on the Internet for a boat to buy or

Suzi (black dress, center) and her cohorts livin' it up in the British Virgins during that first, lifealtering charter.

a partnership to join. I'd come to realize that crewing for others usually meant adapting my busy schedule to meet that of the boat's owner and, of course, I couldn't realistically charter year-round—although that is certainly a nice fantasy. I first began looking at late-model multihulls, drooling over their spaciousness and amenities. Eventually though, their price tags turned me toward the ads for 32 to 40-ft monohulls. And today, I'm happy to say, I've just completed the purchase of my first sailboat—a 33-ft fixer-upper with great potential.

What I really want is to sail as often as possible! What a weird hobby for a little gal from the mountains, huh?

— suzi todd georgetown, ca

Suzi — Many thanks for sharing your story with us and best of luck with the new boat. We hope you'll keep us posted as your sailing dreams are realized.

Readers — Undoubtedly Suzi's life-altering chartering experience is not unique. If you have a similar tale to tell, please share it with us.

Charter Notes

Two months ago we noted in these pages that the Bay Area's charter fleet has been shrinking in the past few years. As we mentioned, three large schooners have all retired from the biz and an Ocean 71 sank in the Caribbean during a sabbatical from Bay chartering. Now we've learned that the owners of the *Hawaiian Chieftain*, one of the most suc-



WORLD OF CHARTERING



cessful Bay charter vessels of all time, have decided to put her up for sale. (Among other motivations, principal owner and captain Ian McIntyre has just become a dad!) She will, however, take bookings through July 4.

The *Chieftain* has been operating successfully on the Bay since 1992, after arriving from Hawaii, where she was built. While she could be purchased for private use, we certainly hope whoever buys this 65-ft (103 LOA) square tops'l ketch will keep her in the charter trade on the

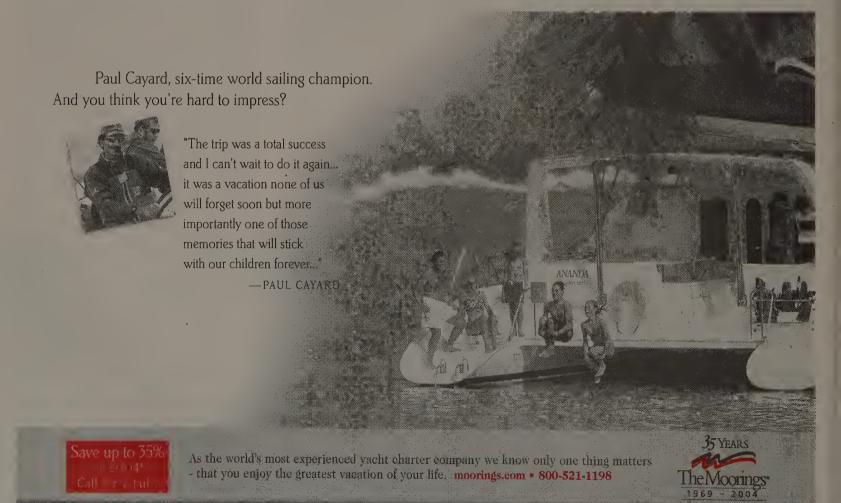
Seen here en route to Antarctica, the bulletproof ex-ocean racer 'Alaska Eagle' has served as a sail training platform for 20 years.

Bay. She is ideally suited to charter work in that she is licensed to carry up to 47 passengers. Plus, she has a large guest salon below decks and, due to the fact that she has high bulwarks and heels only slightly, she is safe and comfortable for all ages. Because her design was inspired by **18th century warships**, she is ideal for 'theme' charters and for teaching traditional seamanship and nautical

lore.

At noon on March 3, the *Chieftain* and Washington state's official tall ship *Lady Washington* will arrive at the Golden Gate, as they return from a short stint in Southern California. **Free Tours** of both ships will be conducted March 3-7 (3 p.m. to 6 p.m.) at South Beach Harbor (Pier 40). The *Chieftain* will also be dockside at **Sail Expo, April 14-18**. Call (800) 401-7835 for bookings (ask for Ian regarding the sale). See also the site www.hawaiianchieftain.com

Speaking of Sail Expo, another prominent West Coast charter vessel, the Alaska Eagle, will also be on site at Expo for tours. As we often mention in these pages, she is a former Whitbread Round the World winner which has operated as a sail training vessel by the OCC School of Sailing and Seamanship for the past 20 years. Make a note to check her out, as you may want to join her on a leg of her upcoming South Pacific circuit, which will take her to such legendary landfalls as the Galapagos, Pitcairn and the Marquesas. See www.occsailing.com for her complete 2004 schedule or call (949) 645-9412.



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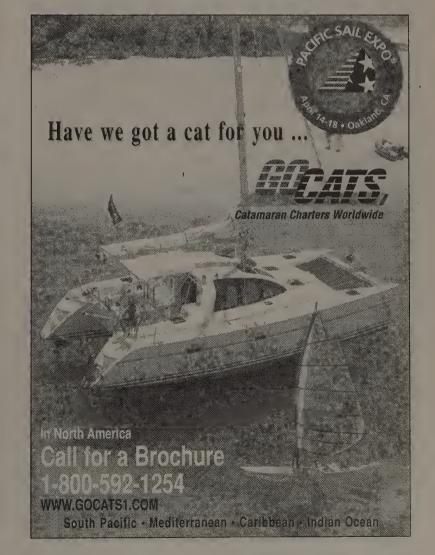
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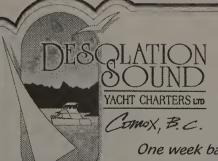
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Amanda Swan Neal has 172,000 ocean miles in 27 years, completed the Whitbread, instructs aboard Mahina Tiare and is author of The Essential Galley Companion.

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With reports this month from **Starship** in Colombia; **Far Niente** in the Caribbean after several trips across the Med; **C'est La Vie** on getting smacked by a slimy ray in the Pacific; **Saga** on the lack of cruiser facilities in Panama; **Indigo** on a second cruising boat in the Caribbean; **Viva!** on Ecuador; **Sun Dazzler** on Cartagena; from the **Zihua SailFest** in Mexico; and lots of **Cruise Notes**.

Starship — 50-ft Trimaran Darci Bogdan Cartagena, Colombia (Kona, Hawaii)

I'm 15 years old, and I live with my parents aboard Starship, our 50-foot by 28-foot trimaran. We started cruising from California, and have been out for 3.5 years now. Most recently we travelled to Cartagena, Colombia, to get some work done on the bottom. Twenty miles before Cartagena, we visited the beautiful Rosario Islands. These islands are home to a big aquarium and pens with lots of fish. There are also quite a few sharks and dolphins. I got to feed the dolphins almost every morning, and swim with them, too. The aquarium staff are very open, and welcome anyone who takes an interest in their work.

A week later, we arrived at historic Cartagena, a large and lovely city with Spanish heritage. While there, I convinced my parents to send me to a school for three months so I could practise my Spanish. But just between us, the real reason I wanted to go to school was to work on my social skills. I know I'm not alone in saying that life on a boat can be exciting and educational — but for kids, it has boring and lonely times, too.

My parents finally gave in, so I enrolled at the private Collegio Montessori School. I made friends, had fun, and learned to speak Spanish better than both my parents. I found most of the kids at the school in Cartegena to be welcoming and friendly, and they made me feel at home.

Also while in Cartagena, we explored the city and went emerald shopping. Colombia is famous for its green stones.

Sometimes cruising can be boring for kids. Other times, they get to swim with dolphins at the aquarium at the Rosario Islands.

Even though Colombia has a bad reputation for violence, Cartegena has been one of my favorite stops to date. Many people judge Colombia solely on the stories about the poverty of the interior and from all the terrorist reports in the media. But the Colombians we met have been friendly, welcoming, and very eager to meet foreign visitors. They also have an amazing variety of fruit! Cartagena, it's a very interesting and lovely city that's a must see for cruisers of all ages.

- darci bogdan 2/15/04

Far Niente — Catana 431 Cat Kevin & Lynn Pearson The Med & Caribbean (San Diego)

What do bankers do during their work day? If they are like Kevin Pearson was, they spend an hour or more searching the internet for their dream cruising boat. For Kevin and wife Lynn, the decision was more momentous than for most couples because it would be their first boat. The couple weren't entirely new to sailing, however, as Kevin long crewed aboard the San Diego-based ILC 46 Xtreme. "She's a sistership to the San Francisco-based Wasabi, but they always beat us because they had much better crew."

For nearly all of the couple's more than one year boat search, they focused almost exclusively on monohulls, including those by popular builders such as Pacific Seacraft, Island Packet, and Hallberg-Rassy. But as they honed down the qualities they wanted most in a boat, their broker at Yachtfinders in San Diego suggested they seemed to be describing a catamaran. In almost no time, they were off to the Med to buy *Far Niente*. When they did, their total time aboard a cat consisted of about two hours on a slightly larger sistership

on the gentle waters off San Diego!

When we first spotted Far Niente in the Gustavia anchorage off St. Barths in the French West Indies, we had reason to believe that the couple were from San Francisco. After all, that's the hailing port painted on their transom. "We were going to



change it when we bought the boat two years ago," Kevin laughed, "but have never gotten around to it."

The 'San Francisco' hailing port is there because the cat had been purchased new in the South of France by Rob and Christine Curry of San Francisco. Although Christine became pregnant shortly after they ordered the boat, they nonetheless took delivery of the boat, sailed her around the Med some, then crossed the Atlantic as part of the 2002 Atlantic Rally for Cruisers. But when Christine became pregnant for a second time, the couple put the boat up for sale, having decided that cruising with two very young children was going to be too difficult. Nonetheless, they had the cat shipped back across the Atlantic to Barcelona, where Rob entered a MBA program. Barcelona is where the Pearson's would buy the boat.

Kevin and Lynn's first sail on their new cat was a classic baptism by fire. Sailing across the notoriously rough Gulf of Lyon where the winds funnel down the Rhone River valley, they were nailed by 45-knot winds and boisterous seas. Although they were very pleased with how their cat



STARSHIF



Spread; Kevin and Lynn aboard 'Far Niente'. Inset; Capri and St. Tropez, a couple of the many great places in Europe to visit by private boat.

handled boisterous conditions, Lynn made her feelings clear. "If this is what it's going to be like, I don't want to do it." But it hasn't been anything like that since.

As for having selected a catamaran, and the Catana 431 in particular, the couple could be proselytizers. We were in a rush to catch a plane so we didn't have time to quote Kevin precisely, but he said something to the effect that *Far Niente* was the best possible cruising boat for two people, because she was fast, comfortable in even the roughest weather, and easy for two people to handle."

After nodding her head in agreement to everything Kevin said. Lynn praised their boat for having the galley 'up' in the salon, the tremendous all-around visibility, and for having so much space. "We had three folks crew with us on our Atlantic crossing a short time ago, and there was always plenty of room for everyone."

About the only disagreement the couple have is whether it's fun or not to sail the boat at the highest speeds. "We

once hit 20 knots while sailing down a wave off Spain's Costa Brava," remembered Kevin with pride. "I love the fact that in 20 to 25 knots of true wind, we'll always be doing at least 10 knots, and that the boat is very comfortable doing 15 knots."

"But we're not going to do 20 knots again," Lynn firmly reminded him with a smile.

We've known a lot of sailors who have been pleased with their boats, but when it comes to the Pearsons, we're not sure

we could pry them away with a hydraulic ram.

The couple spent most of the past two summers cruising the Med, basically sailing the width of it three times and as far south as Tunisia on the African continent. They enjoyed all the sights, particularly Lynn, who

is a history buff. Kevin liked that aspect too, but confessed that he "hated" the sailing, as there was rarely a good sailing breeze. Looking down in the clear blue waters of the Caribbean, and at the whitecaps a half mile offshore, Kevin said he was eager to sample Caribbean sailing.

In addition to raving about the great places they visited — Italy, Sicily, Greece, Spain, as well as just about everywhere else — the couple mentioned they took great pleasure from the people they met. "Everybody was so wonderful!" they said, a sentiment not often heard back home. They told about meeting several Italian families who as much as adopted them, taking them to their houses for homecooked meals. Their single greatest experience, however, involved a Scandinavian couple they met in Gibraltar. The couple spoke so glowingly of sailing in Scandinavia that the Pearsons decided they'd sail to Norway for their second summer rather than doing the Med again. Alas, the weather was so brutal going north from Gibraltar - one boat even sank — that they just couldn't make it, so they sailed all the way across the Med to Greece.

But their Scandinavians friends weren't about to let some bad weather prevent their American friends from seeing their homeland, so they invited them to spend three weeks cruising with them aboard their Farr 50. "It was such a fantastic experience," remembers Lynn. "In particular, the sailing waters and little towns between Oslo and Malmö were so beautiful. And everything up there is so clean."

,"We were there for Mid-summer's Eve, which is a huge holiday in that part of the world," says Kevin, "and had a wonderful time. So in essence, we ended up having Scandinavian and Mediterranean

Having sailed across the Med at least three times, and across the Atlantic twice, 'Far Niente' takes a break on the hook at St. Barth.



LATITUDE/RICH/

cruises that summer."

While in the Med, the couple spent about 80% of the time on the hook. This is a good thing, because they say it could cost about 500 euros — or almost \$700 U.S. — a month to keep the boat in a slip. "Finding room in marinas and the cost of slips are the only downsides of owning a cat," says Kevin.

Far Niente — which means 'sweet do nothing', 'kick back', or 'chill out' in Italian — has a third crewmember in Tia, a small dog they adopted while in Greece. "She had broken legs, broken hips, and was days from death," reports Lynn, an avowed animal lover. "If you've got a Visa card, modern medicine can do just about anything," says Kevin.

After their two summers in the Med, the Pearsons sailed across the Atlantic from the Canaries to Antigua. It looked as though they were going to make it in 16 days — and then they were becalmed for three days. "At least we caught a lot of mahi mahi and wahoo during that time," says Kevin.

In a final note that brought a smile to our face, the couple reported that "Latitudes bring a high price in Barcelona. People are always asking to read it when others get done with their copy."

- latitude 2/14/04

C'est La Vie — Catalina SS Keith & Susan Levy One Ray Of A Story (Pt. Richmond)

We were in Funafuti, Tuvalu, in the Marshall Islands, one moonlit night, when after a work day on the boat, we decided to take the dinghy ashore to observe some singing and dancing in celebration of Tuvalu's 25th anniversary of independence from Great Britain. I was tending

It was just a stroke of good luck that Susan and Keith's surprise 'passenger' barbed their dinghy instead of them.



the outboard while Susan sat on the seat forward. I brought the dinghy up to planing speed for the quarter-mile ride to shore, when all of a sudden I heard Susan scream. Something wet and slimy glanced off her face — and a nanosecond later hit me in the chest!

It all happened so fast and in such dim light that I thought we'd run into something or someone — perhaps another dinghy. Then I heard the thrashing — and looked down on the fiberglass floor of our dinghy to see what must have been a 40-lb spotted eagle ray! It had jumped out of the water — as we have observed rays to do on many occasions — and we just happened to get under its flight path. What are the odds?

I wish that I'd had the presence of mind to snap a photo, but at the time all we could think of was getting the thing out of the dinghy before we got hurt. After all, the ray has a thorny barbed tail that could cause a lot of damage. Susan first held the ray down with one of the paddles, and then I grabbed the other paddle and tried to shovel it up and over the side. That didn't work. Next, we each grabbed one wing and tried to throw it overboard. That didn't work either, as the ray was too heavy, squirmy, and slippery. I finally bent my knees and extended my arms like a fork lift — under the ray's body, and with all my strength lifted him onto the starboard tube and rolled him overboard. He took off like a dart.

Exhausted and relieved, we couldn't believe what had happened. Needing to return to our boat to freshen up, we then noticed that the tube on the port side of our inflatable was losing air. We later found that 10 small holes had been poked in the tube by the ray's barbs. We were sure glad it was the dinghy that got it and not us.

It all just went to prove that the cruising life is stranger than fiction!

- keith & susan 2/10/04

Saga — Alberg 35 Nancy Birnbaum & Jann Hedrick Panama City, Panama (Pt. Richmond)

We and *Saga* have been in Panama since before Thanksgiving, enjoying the islands and the northern coast of the Pacific side. We've spent the last month on a mooring ball at Flamenco Marina making engine repairs. We regret to say it, but in our opinion Panama has surprisingly few facilities for cruisers. Considering the number who come through Panama, it's amazing there is so little. Furthermore, some of the people who operate these fa-



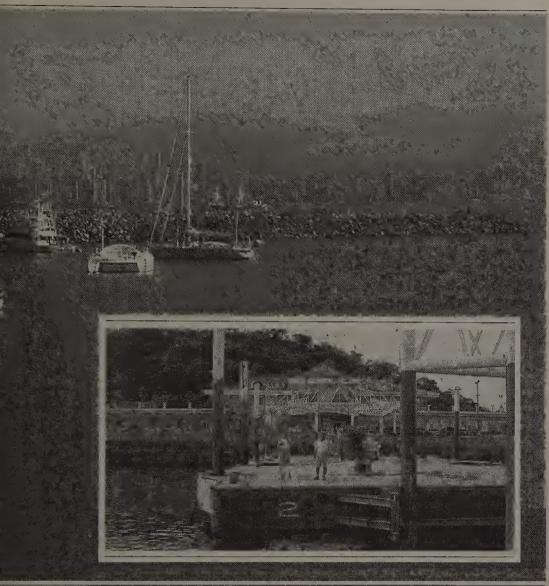
cilities have, in our opinion, an atrocious attitude toward their cruiser clients.

There are exceptions, of course. Such as David Cooper, the ex-manager of the Flamenco Marina, who seemed as though he had to work under unreasonable restraints imposed by the owner. But like us, he finally had enough, and last week moved on to a 'bluer marina'.

We strongly recommend that cruisers coming down the Pacific Coast spend more of their time in the islands to the north, such as Parida and Gamez in the Chiriqui Gulf, and the Bahia Honda and Secas areas. Finally, cruise the Pearlas Islands, leaving yourself just enough time in the former Canal Zone to reprovision and, if you're headed to the Caribbean, to take care of arrangements for your Canal transit.

Here's our little guide to facilities on the Pacific side of Panama:

Anchorages: There are two anchorages near the former Canal Zone, located to the northwest and southwest of the causeway that runs out to Flamenco Island. Depending on the direction of the wind, one side might be better than the other.



Spread; Boats on moorings inside the Flamenco Marina breakwater. Inset; One of the main docks at the Flamenco Marina complex.

But both have their problems.

Although the Southeast anchorage is located close to the entrance to Flamenco Marina, it's usually a rough and wet dinghy ride to shore. Unless you fill a fuel jug, the marina charges \$5/day for use of the dinghy dock. The alternate anchorage is just around the island, and although it is generally calmer, is still subject to the wakes of all the pilot boats and ship traffic headed in and out of the canal. To top it off, at least once a month some men on an official-looking boat come by to tell people on the anchored boats that they have to move on. It's apparently illegal for boats to anchor anywhere in the area — but few boats seem to move.

Marinas: Currently, there are no slips available in Panama City. Although Flamenco Marina has some, they are filled with power yachts. It became clear to us during our month-long stay on one of their mooring balls, that the Flamenco management would prefer to avoid having to deal with cruisers. The mooring balls are

available on a first-come, first-serve basis, but there are only a few that aren't occupied full time. Although construction is still underway, the marina facilities are minimal. For example, there is a cold water shower in the marina office, and a small bar overlooking the marina. The dinghy dock is not to be believed, as it's peculiar design makes it accessible only from the dock and one side. The other two sides are blocked by a railing, forcing you to either limbo under or climb over it. This becomes most fun when the winds are blowing out of the north/northwest, and the chop in the marina is like that on San Francisco Bay. We experienced waves inside the marina that were just like the waves outside the breakwater.

On the positive side, the nearby Fuerte Amador Plaza is home to a multitude of fine restaurants and tourist shops. This is a big draw for the throngs of local and foreign tourists, and the place really hums when a cruise ship pulls in. Unfortunately, the subsequent noise is a real problem for folks in the marina, especially at night and during weekends.

The only other place to secure your boat is the Balboa YC, closer to the entrance to the Canal. As of January 31,

the club closed until at least March. The mooring balls are still there, but what few facilities there were after the clubhouse burned down four years ago are no more. A new owner has taken over the land where the Balboa YC had it's small restaurant/bar, and showers and pool. It remains to be seen what will be built in its place. The yacht club intends to rebuild the restaurant/bar on the ruins of the original yacht club. Nonetheless, that leaves even fewer facilities for cruisers in Panama. There is a very tiny shower under the yacht club office on the dock where the launch departs for the moorings. That's it! Oh yes, there is a TGI Friday's located in the County Suites Hotel next door. We are going to talk to the manager of the bar to discuss some possible cruiser specials to fill the void.

Haulouts: After we completed the repairs to our engine cooling system, we discovered yet another problem that required a haulout. After talking with other cruisers and watching our friends haul Kolo on the rails at the Balboa YC, we decided to use the Travel-Lift at Marina Flamenco. It was more expensive to haul at Flamenco, but given the work we needed to do on the shaft and rudder, we decided it was the better option. Then we discovered that the crew at Flamenco didn't have much experience with smaller sailboats, as the blocking process for our boat took all day! The biggest problem was they'd run out of the primitive supports they use for blocking boats. When I inquired why they didn't have normal boatyard jacks, I was told it's because at \$100 each, they cost too much. This at a yard that charged \$300 to haul our 35-footer, plus \$1.50/ foot per layday, plus \$10/month each for

After repairs to her rudder and prop shaft, the Alberg 35 'Saga' is lowered back into the water at Flamenco Marina.



electricity and water! The price for laydays goes up after a week.

I spent our first night on the hard listening — from midnight to 2 a.m. — to a very loud bulldozer noisily going back and forth across the yard. It was the night manager collecting garbage. We were sure relieived when we managed to get our work completed and boat back in the water after just three days. But on our boat's way back into the water, one of the line-handlers controlling her had his back turned and wasn't paying attention. Geez! It's hard to believe that there is now a better marina in Nicaragua than here in Panama, but we think it's true. We understand that Ecuador also has better and less expensive facilities, but we weren't headed there.

Provisioning: Panama City does offer a large variety of shopping and provisioning opportunities. If you don't know where to get something — be it a boat part or a can of mandarin oranges — we recommend seeking out Enrique Plummer. This ever-friendly and ever-helpful ship's agent can handle everything from checking in/out, to Canal transits, to locating and importing parts. From personal experience, we know that he's big on service and low on price. Contact Enrique on VHF 69 or by cell at 507-674-2086.

It's just 15 minutes by bus or taxi from the anchorages to the new Allbrook Mall next to the Gran Terminal. While the Super 99 there may not be the best large supermarket, it's the closest. Spread throughout Panama City are a number of El Rey supermarkets, which are very good. Then there's the huge, five-story El Machetazo market located on Ave. Cinco de Mayo. It's not the best part of town, but this place has everything from auto accessories to sewing machine parts — and even good produce.

We're happy that we've had time to explore Panama City, which is great. We just wish that somebody there would decide that it's worth catering to cruisers.

— nancy & jann 2/05/04

Nancy & Jann — We're sorry you had such a bad experience with the marine services in Panama. With the almost complete shutdown of the Pedro Miguel Boat Club, facilities are indeed limited. However, we do know of cruisers who've been happy with their experience using the rails at the Balboa YC, which, like the mooring operation, will continue to be in service. As for Flamenco Marina, they were very kind and helpful when Profligate limped in late last December with a broken saildrive — even though her 30-ft beam meant she had to haul out at Vacamonte for repairs.

Indigo — Sceptre 41
Mike Sheats & Hillair Bell
Second Cruising Boat
(Sausalito)

Mike and Hillair are a couple who have had a lot of different places to call home in the last few years. When they decided to retire after 2000 — he an architect for Kaiser Medical, she an administrator for Kaiser Medical — they chose to downsize from their big house in Berkeley to a houseboat in Sausalito. But after just six weeks, they rented the houseboat out to a "rock 'n roller" so they could travel to the East Coast to buy a cruising boat. After a year, they found that the 39-footer they bought in New Jersey wasn't going to work out. So they left her on the East Coast, and in 2003 travelled down to Grenada and bought and restored a 41footer more suitable to cruising, which they've been happily sailing in the Caribbean and Venezuela ever since.

When it comes to cruisers, Mike and Hillair both have better than average sailing skills, thanks in a large part to their considerable amount of racing experience. Way back when, Mike was very successful with his Thunderbird Ouzel. The couple have done a lot of sailing with John Clauser and Bobbi Tosse aboard the Farr 40 Bodacious, and have done Pacific Cups on that boat as well as Petard. In addition, the couple owned the Wylie 34 Echo for four years.

Given their performance sailing background, it's understandable they would lean toward a high-performance cruising boat — such as *Lorelei*, a Finngulf 39, "a racer we thought we could cruise." During their four months of cruising the boat in the Abacos, the 'performance'

Experienced racers turned cruisers, Mike, Hillair, and Tyson are seen aboard their Sceptre 41 'Indigo', their second cruising boat in two years.





aspect of their boat was sometimes good and sometimes bad. The good times included having a boat that sailed very well. Well enough, in fact, to beat the J/80 *Grumpy Old Men* to win the Hopetown Regatta. On the less good side, because of the boat's deep draft, they ran aground no less than 20 times. In addition, the lack of tankage turned out to be very inconvenient. The boat only carried 30 gallons of water and just 18 gallons of fuel. That's fine for day racing, but not for serious cruising.

During the first year of ownership, they kept telling themselves that this little modification and that would render the Finngulf an acceptable cruising boat. For example, cutting a foot off the bottom of the keel, or putting a 100-gallon water tank in the bow. Ultimately, however, they decided these modifications would be going against the nature of the boat. On the other hand, no longer kids, they didn't want to do 'backpack cruising' in retirement. So Lorelei is currently listed with the Finngulf dealer in Connecticut at \$89,000. "She's really a great boat," says Hillair, "and would actually make a wonderful performance cruiser for younger cruisers. She sails great — in fact,



Spread; 'Indigo' under genniker off St. Barth. Inset; Vice-grips being used as shift lever prove Mike and Hillair have been out cruising awhile.

it had been our intention to race her in the West Marine Pacific Cup"

Having crawled through over 200 boats in the last couple of years, in May of 2002 they bought the Sceptre 41 Indigo, whose previous Bay Area owners had sailed her as far away as the Med. But when Mike and Hillair moved aboard, she was in Grenada — and in need of six months of work. Summer is not the best time to do interior boat work in the tropics. Indeed, while the people were friendly, they found the conditions to be "beastly". And this was before Mike suffered an appendicitis

Initially unsure of the medical care available in little Grenada -- where voodoo and such is still in style in some areas they were surprised at the quality of medical care Mike received. He was admitted to a 16-room private hospital run by a West Indian doctor, who had been trained in England and Ireland, and his wife. The doctor and several others are intent on raising the quality of medical care on the island.

"I felt very comfortable having the

operation there," said Mike. "I could tell that the surgeon — who also happened to be a very enthusiastic racer with his own Beneteau 38 Windborn - was welltrained and I was impressed by the modern anesthesiology equipment." The hospital didn't have the latest in recovery room equipment, but a nurse came by every 10 minutes to monitor his condition.

Then came the operation and four days in the hospital, which cost \$3,200 U.S. — or the price of an aspirin at some U.S. hospitals. What's more, while Mike had to come up with the money himself, his old employer Kaiser, with whom he and Hillair maintained their health insurance, reimbursed him for 100% of the bills. By the way, while neither Mike or Hillair work for Kaiser anymore, they both had very

complimentary things to says about the Kaiser program and medical care.

Having worked on the boat since June, in December they took off for Carriacou, where they bumped into frequent Latitude contributor Ray Jason. They spent New Years' Eve at lovely little Bequia, and as they worked north made stops at St. Lucia, Martingue, and Antigua — "skipping all the islands that might be unfriendly to dogs". The third crewmember on Indigo is Tyson, their 12year-old poodle. "I'm Mike, he's Tyson," is the way Sheats likes to introduce himself and his dog. Tyson looks as though he might be a terrific watchdog, but in reality is too old. He doesn't even bother to bark. but he's much loved.

With the approach of hurricane season, they started south again. During their May stop in Simpson Bay Lagoon in St. Martin, they had to ride out a 50-knot blow. Getting further south, they stopped at Carriacou again, where they were thrilled to take honors in the Around The Island Race.

Having sailed up the Caribbean chain again this winter, they're not sure where they are headed next, if indeed they are headed anywhere new, but at some time in the future they'd like to do the Western Caribbean. Before then, however, it looks as though they'll be crewing aboard Profligate for the BVI Spring Festival.

"Of course we miss our families back home, but the Caribbean has more than lived up to our expectations. And there's also the bittersweet part of cruising, which is that you're always meeting these really wonderful people — and then sailing away

from them."

BOTH PHOTOS BY LATITUDE/RICHARD

latitude 38 1/18/04

Viva - Islander 37 **Bob Willmann** Bahia De Caráquez, Ecuador (San Diego)

Bahía de Caráquez is not for all cruisers. Some of the reasons why you might not want to visit include the fact there are no boat slips, no boatyards, no marineoriented businesses, no dedicated cruiser bars or discos, and no big supermarkets. In addition, the anchorage becomes very rolly twice a day for an hour or so around the high tides.

But there are lots of positives, too. As the Ecuadorian Department of Tourism notes, Bahía de Caráquez is one of the major Ecuadorian beach resorts, and is Extremely inexpensive Ecuador, which not that far from Panama, Costa Rica, and Peru, is becoming very popular with cruisers.



located on the Rio Chone Estuary. They correctly claim that it's a small and laid-back place with nice gardens and well-maintained beaches. In fact, it's been declared an 'ecocity', as it has lots of organic gardens, eco-clubs, and recycling projects. It's also the first city in the world with a shrimp farm that's been certified as organic.

On more personal terms, I've found Bahía to be a quiet and simple small town, with friendly and peaceful people who are sometimes a little shy. The cost of living is wonderfully low. For instance, the standard lunch — which consists of a large bowl of thin soup with vegetables and some kind of meat in it, a plate with rice, fried plantains, salad, a piece of either fish, beef or chicken, and a fruit drink or cola — is only \$1.50 U.S.! A 21-oz. bottle of beer sells for between \$.50 and \$1. A large loaf of freshly baked bread costs \$.50, and

if you spend \$5 on fresh fruit and veggies at the market, you'll need somebody to help you carry it all back to your boat. Fresh shrimp runs about \$2/lb, while whole chickens are \$.70/lb. Diesel is \$1.03/gallon, while a haircut costs all of \$2. Ecuador uses the U.S. dollar, as well as gallons and pounds as forms of measurement.

There is a bar between the ocean and the anchorage on the Rio Chone, so you have to hang out at the 'waiting room' until the tide is high. The channel is unmarked, but if you email me at vivabob2000@yahoo.com, I can send you the 10 GPS waypoints that will safely take you to the anchorage. But you'll feel much more confident if, when you get here, you call one of your fellow cruisers on CH 18A — that's 18 Alpha USA/Canada, not 18 International — to pilot you in. Initiate your VHF call when you are still 10 miles out, because the peninsula that Bahía is on prevents good transmission between the 'waiting room' and the anchorage.

There's a free dinghy dock for cruisers with boats on moorings or anchored out, but for \$10/month you can also use the dinghy dock, swimming pool, and outdoor shower at the Bahia YC. Within three blocks of the dinghy dock are Internet cafes, a laundry service, a couple of surprisingly well-stocked hardware stores, and just about anything else you would normally want. If you need boat stuff, you'll have to take a 2.5-hour bus ride to Manta, the largest fishing port on the west coast of South America.

The cruisers who visit Bahía fall into two categories: 1) Those who are enroute



from Panama to the South Pacific, and 2) Those who are exploring the South American continent by land. For those sailing west, a stop at Bahía breaks up the trip and results in better sailing angles to the Galapagos. As for those who want to see the continent, what could be better than a safe, free anchorage — or a \$100/month mooring - right in front of the Port Captain's office? At any given time, half of the cruising boats here are unattended, with their owners in Quito, the Amazon Basin, surfing the great waves of Ecuador, mountain climbing in the Andes, or visiting Machu Picchu and Cuzco in Peru, or even Santiago, Buenos Aires or Rio de Janeiro.

Bahía is not for everyone, but those of us cruisers who are here are certainly enjoying it.

- bob 2/14/04

Sun Dazzler — Mariner 48 Dorsey & Janice Warren The Holidays In Cartagena (Tahoe City)

Here's a 'better late then never' report from Cartagena, Colombia.

When last Thanksgiving rolled around, about 60 of us cruisers were hoping for a proper Thanksgiving dinner, complete with turkey. So, the wonderful folks at Club Nautico gave us the run of their kitchen to cook four turkeys and prepare a giant Thanksgiving potluck. In addition to giving us a place to cook our four turkeys, they laid out a grand table with beautiful place settings, and had two waiters serve us a feast at their expense. What other marina would do that for cruisers?

Here's a list of boats and folks who attended the Thanksgiving dinner: Andiamo, Silvaro, Donn and Bill; Asylum, Katie and Jim; Carol Ann, Rachel and Barney; Circe, Birthe and Jorgen; Fair Winds, John; Fairwyn, Nancy and Steven; GPA III, Donna and Sam; Kiwi, Julie and Tom; Little Bit, Sandy and Del; Lisa, Liz and Roy; Melodye, Paola, Mark, Harmony, and Stacy; My C Lady, Buddy and Worth; Olive Oil, Chris and Ann; Picasso, Diane and Claude; Raven, Clyde and Josette, Refuge, Jan and Kelley, Saltwhistle, Fran and Chris; Sea Bride, Ruth and Bill; Shilo, Harry and Sonja; Snake Oil, Tammy and Stan; Spicy Lady, Pierre and Caroline; Sun Dazzler, Janice and Dorsey; Tahiarti, Deva and Chuck; Vikja, Gladys and Joe; The W.C. Fields, Debbie and Dennis; Candalaria, the Club Nautico Marina owner, and John Lourdes, the Dockmaster, and his children.

The overall hospitality in Cartagena has been just great, and we're all enjoying our stays in this beautiful Spanish colonial city. Christmas was special, too, as all the extra lights in the old town district made the city look great, and there was lots of extra entertainment.

The folks at Club Nautico are a big part of the city's hospitality to cruisers, as they go all out to make us feel welcome, right from the moment you step onto the dock where John Halley, a Brit now living here, welcomes you. Candalaria, the owner, does a good job of making sure all the local owners of boats get along with the cruisers. How popular is it at Club



A panoramic view of part of Cartagena Harbor. That's the tallship 'Gloria' to the left, and the anchorage off Club Nautico to the right.

Nautico? There aren't any open spots, and about 40 boats are anchored off.

Sun Dazzler spent the last summer here while we returned home to Tahoe. Everything was fine, so after we return for another winter in the San Blas Islands of Panama, we'll probably return to Cartagena and Club Nautico.

— janice and dorsey 1/30/04

Zihua SailFest 2004 30K Raised For Indian School Lisa Martin (Zihuatanejo, Mexico)

There were fewer boats than last year at the Third Annual Zihua SailFest, but even more money was raised during the January 29 to February 1 event. In the course of four days of parades, beach parties, sailboat races, and music, over \$30,284 U.S. was raised for the Netzahualcoyotl School for Indigenous Children and other educational projects in Zihuatanejo. As before, half of the money came as matching funds from Richard and Gloria Bellack of the San Diego based Bellack Foundation, and a new supporter, Bill Underwood of the Underwood Family Foundation.

Forty-six boats participated, ranging in size from Mario Durnas' 21-ft trailerable *El Pacifico*, to Russell and Joanne's MacGregor 65 *Northern Dancer*. Landbased 'cruisers' and landlubbers in Zihuatanejo pitched in to help, too, with

seven 'virtual cruisers' working on the committees and events.

SailFest had a new committee this year, which nonetheless followed the template of last year's very successful event. This year's committee members included Dennis and Susan Ross of Two Can Play, Mike Clark and Kimberly Eko of Pacific Jade, David Smith and Jane Sanderson of Dream On, David and Mollie Spaulding of Tumbleweed, Bob and Judy Zemore of Katie Rose. Mike and Jill Gottlieb of Bright Angel, J.P., Linda, and Jordon Mase of Genesis, Michael Fitzgerald of Sabbatical, Jerry and Sandy Zaslow of Romanc'n the Zea, Kurt and Nancy Bischoff of Gumbo Ya-Ya, Christopher Emery and Dawn Rehbock of Alaskason, and Rick and Heike of Rick's Bar, who served as community coordinators.

Even before the official festivities began, cruisers helped put together bags of school supplies — contributed from folks from all over the world — for all 327 kids at the Indian school. In addition, cruisers and other foreign visitors put in several very productive 'work days' at the school, fixing electrical problems, installing fans, cleaning, landscaping, and installing basketball backboards.

This year's SailFest started with the traditional kickoff party Wednesday night at Rick's Bar, with many notables on hand — including Netza School Director Marina Sanchez Hernandez, Zihua Mayor "Presidente" Amador Campos, Director of Tourism Raul Chavez Marino, and Miriam Cordova of the Ixtapa-Zihua Office of Conventions & Visitors. And although they weren't all present, the help of the Zihua

business community was also evident, as more than 125 local businesses combined to donate goods and services worth in excess of \$10,000.

On Thursday morning, Bob and Judy Zemore of *Katie Rose* put on a seminar for northbound cruisers headed to the Sea of Cortez for the summer or a Baja Bash. In the afternoon, most cruisers went to La Ropa Beach for an afternoon of all the silly beach games that make cruisers wish video cameras had never been invented. There was a slight casualty in the Fabulous Flipper Race, however, as Christine of *Kula* threw out her hip while floundering down the course.

On Friday, a fleet of 11 boats raced around Roca Negra, a stark outcropping two miles from Zihua's La Ropa Beach. Unfortunately, it was the calmest day inside the bay in a month. Fortunately, once the

fleet rounded the weather rocks, the wind picked up. *Wilderness*, an Aerodyne 38 skippered by Jeff Rothermull, took first. *Edelweiss*, Pete Boyce's Sabre 42 from San Francisco, came in second, and the Santa Cruz-based *Pegasus* claimed third.

The lack of wind during the race didn't dampen the cruisers' fun, but when it started to pour during the afternoon dinghy raft-up, people began to wonder if they were really in Zihua. At least the rain was warm and the 10 cases of donated beer were cold. It was amazing how a simple afternoon of cocktail snacks passed dinghy to dinghy turned into a major buffet—complete with hot food. Ron and Cheryl Roberts of Lazy Days provided the mooring for 36 dinghies in the raft-up.

There were two events on Saturday: a morning 'poker chase', with 12 dinghies and one kayak participating, followed by an afternoon chili cook-off and street fair. David and Mollie Spaulding of *Tumbleweeds* organized the poker chase, which had participants zipping all over the three-mile wide Zihua Bay to pick up poker cards. The highest and lowest hands won.

The street fair, organized by Dawn Rehbock of *Alaskason*, was the high point of the day, as more than a dozen cruisers and others served up chili with exotic names like 'Pauline's Poole Chili', made by sponsor Gloria Bellack's sister Pauline Padley of England. Also hailing from the continent was Graham Borne, offering 'Her Majesty's Olde English Recipe'. And, of course, more than a few entrants tried to sway the judges with free tequila shots and other gimmicks. Local Zihua singer

Josie Kuhn took top honors by conserving her portions and staying until the last. When she's not crooning at Rick's, Josie is a folksinger in Nashville.

The festive street fair gave local people, tourists and cruisers a chance to gather together. Vendors, local organizations, and tour outfits set up tables - along with families of the school children showing their traditional Indian crafts.

The annual SailFest Parade of Sail drew 27 cruising boats, plus some local boats that saw the parade and fell in line. So much wind came up that most of participants said it was the best sailing they'd had in a year. "We sailed more in the sail parade than we did all the way from Victoria, British Columbia," said J.P. Masse of Genesis. The fleet was even visited by several southbound gray whales. And at the halfway point, a planeload of skydivers floated down to greet the arrival of the parade at Ixtapa. Nineteen of the parade boats took a total of 150 passengers, each of whom donated \$25 to the fund-raiser.

By the wrap-up BBQ on Sunday, most of the participants were wondering if they could withstand any more fun. Nonetheless, over 200 folks rallied for a festive two hours of great food by four local vendors, awards for the racing, parade, and other events, and the eventual balancing of the books to see how much was raised. "We had a good time and it's for a great cause," said Avon Dawson, hailing from Poole, England. Dawson sang Love is Everything to raise a few extra dollars and capture the spirit of the entire week. Twelve children from the Indian school sang the classic Celito Lindo in Nahuatl, their native language.

We had a superb time and it's for a great cause" said Mike Clark and wife Kimberly Eko of Pacific Jade, who were very involved as donation co-chairs on the organizing committee. "It was wonderful

A traditional song performed by the orphaned Indian children in their native language is one of the highlights of every Zihua SailFest.



Play, "considering that Pacific Jade and Dennis and I began organizing the committees only three weeks before the event."

Next year's SailFest is already on the calendar for February 2-6, 2005. For info on the Indian School and educational causes helped by SailFest see zihuaixtapa.com/zihua/netza.

— lisa martin 2/10/04

Readers — Everyone who participated in this year's SailFest should be proud of themselves for being part of such a tremendous success for such a terrific cause. After last year's group raised \$22,000 -

> more than four times the amount of the year before we figured the third SailFest might be a comparative flop because of the lack of continuity in the organizing committee due to the transitory nature of cruising. Then you folks in this year's group raised last year's fund-raising by 50%. Fantastic!

Cruise Notes:

We have a confession to

taken care of, but \$500 for a small boat?

make. We think that paying \$500 to have an agent do a boatowner's paperwork for a Panama Canal transit is one hell of a lot of money. Particularly in a country where the cost of living is very low, and where certain knowledgeable cab drivers will, many cruisers have told us, walk you through the process for about \$30 — their cab fees included. Heck, the first time that Big O, our old Ocean 71 ketch, came through the Canal, we and our Spanishspeaking captain Antonio did all the paperwork without anybody's help. It was easy and only took about two hours. Puzzled by the prices agents charge - and are set by the agents themselves — we asked Tina McBride about the need for an agent and what she and others charge. McBride has been a ship's agent for about 13 years, was the agent for Big O when she went through the Canal for the second time, and is a very nice person.

'Agents are for boatowners and / or captains who are too busy or are in too much of a hurry to do it themselves. Or for those who don't speak the language, or who want a guarantee their transit will be





when they want it to be. Sailors who don't use agents are probably the kind of people who don't hire people to help them do things. If I had a yacht and was headed to Cristobal, and eould afford it, I would want to use an agent because of the hostile nature of the town. I would say that it's risky using a taxi driver to do the Canal paperwork, because if for some unforeseen reason the yacht breaks down or there's some kind of problem, an agent would provide major assistance while the taxi driver would be at a loss. I admit that some taxi drivers can be very helpful and know a lot - I work closely with a lot of them — but in the end, the agent is going to fight for the boatowner to get his/her boat through the Canal, and make sure the transit is safe and speedy. After all, we know the ins and outs of the Canal, and have all the right contacts. In the end, you get what you pay for.

"I charge \$500 to do the complete package — entry, exit, permits, transit coordination, travel arrangements, immigration, help with repairs, lines, finding line-handlers, and so forth," McBride contifues. "I am the eyes and the ears of my clients while in Panama. I even supply them with a cell phone so they contact me whenever

they need to — and vice versa. When I have a client, I normally send them info and try to get them to understand what transiting and Panama is all about — from both coasts, as it can seem like different worlds within the same country."

But still, \$500? So when the folks aboard Saga mentioned that Enrique Plummer had been a huge help to them in Panama, and that he also arranges for Canal transits, we decided to give him a ring. He answered his phone immediately, spoke English well enough, and advised that he charges \$200 to do the same things for which Tina McBride and Pete Stevens, among others, charge \$500. "I've been doing this for three years, and have arranged for the transit of about 250 boats. My goal is to be the agent for smaller boats, not the megayachts whose owners and captains don't care about \$500. If there are any problems before or doing a Canal transit, I can help with them. For example, if anybody needs parts sent down from the States, I have an address in Miami they can be shipped to, and I'll get them here and through customs in 48 hours."

We decided to throw Plummer a little bit of a trick question by asking if Cristobal/Colon had become safer in the last five years. "No sir," Plummer responded firmly, "Colon is not safe. In fact, I recommend that nobody stay there for more than two days. As soon as possible, they should continue on to Portebello, the San Blas Islands, or Bocas del Toro. There is nothing to see in Colon anyway."

.When Plummer mentioned that a few months ago he'd done the paperwork for John Haste of the San Diego-based Perry 52 catamaran **Little Wing**, we emailed Haste for a review of Plummer's work. Haste replied as follows: "Enrique is over the top in service. He used to work in the service industry in the United States, and it shows. He's trying to build a reputation among the regular cruisers, and I hope as he gets more business he'll be able to maintain his high level of service while charging less than half the price

of the other agents. In addition, Enrique will drive you anywhere for \$8/hour."

If anyone else wants to share their Canal paperwork experiences, we'd love to hear about them.

Speaking of John Haste, we think he deserves the nickname 'Jinxed John'. As you'll recall, while his boat was in Nicaragua last summer, she was hit by lightning, which did terrible things to all the electronics as well as equipment with electronic



Hit by lightning, robbed at gunpoint, bashed at the dock, dink stolen — it seems as though almost all Jinxed John's luck has been bad.

parts inside them. Then he was held up aboard his cat in Cartagena by three guys armed with a homemade shotgun, and lost much of his replacement electronics. When he got to the Eastern Caribbean, his mainsail delaminated, and then the port transom steps got bashed on the dock during a big blow in Grenada. And just the other day he reported the dinghy he lifts out of the water every night was stolen — while he was aboard — in Marigot Bay, St. Martin. Surprisingly, after he reported the theft to the police, they found the dinghy, outboard, and everything except for the gas tank. Leave it to somebody in St. Martin to steal a dinghy for just the gas tank! Anyway, Jinxed John can thank his lucky stars that he recovered what he did, and is semi-eager to participate in early March's Heineken Regatta. Assuming, of course, his boat doesn't get hit by an asteroid or something.

While we're in the Leeward Islands, we might as well report that John Anderton of the Alameda-based Cabo Rico 38 **Sanderling** tells us that he left Trinidad on November 6 and has been "meandering back up the islands ever since". The singlehander most recently sailed from Antigua to Nevis, St. Kitts, and St. Mar-

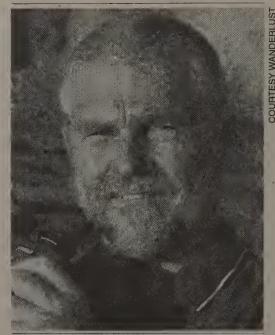
'Sanderling' probably anchored at this lovely spot on the uninhabited southern end of St. Kitts. A tiny bit of Nevis is visible in the background.



tin, where he's now anchored in the lagoon and awaiting the Heineken Regatta festivities.

"After being dismasted on our way from the Marquesas to Hawaii, limping back to the Marquesas, and installing a replacement rudder, we have now completed the sail up to Hawaii," reports Mike Harker of the Manhattan Beach-based Hunter 466 Wanderlust. "While it was quite rough in the first week or so, with 25 to 30-knot winds and 12-foot seas, the last six days were easy, with good wind and no problems. The 2,200-mile passage took 14 days, which is four to six days faster than the average time for a similar cruising boat. We're now in a small yacht basin at Hilo on the Big Island of Hawaii. It gets noisy a couple of times a week when the cruise ships come in, but it allows us the chance to sneak on their free shuttle buses for rides to Wal-Mart and stuff. One neat place to go is Old Town Hilo, where there are lots of friendly and easy-going people.

"My problem," Harker continues, "is that there are no yacht repair facilities or long term moorings around Hilo. So we



Mike Harker, one of the most active cruisers in recent years, overcame 'Wanderlust's rudder problem to make it to Hawaii.

either have to go all the way to the Ala Wai Marina in Honolulu or a small marina I was told about on the Kona side of the Big Island. I'm going to rent a car and drive over to Kona-Kailua and see the

small marina. If they have a spot open for Wanderlust, we'll leave the boat there while I fly home for awhile. Since the rudder broke, I decided that I want to haul the boat and check the hull and keel before making the sail back to California. I expect to make the trip back to Marina del Rey — where I have a slip waiting in late May or early June."

"I ran into a little problem that may be of interest to other cruisers," reports Steve Cherry of the San Diego-based Formosa 41 Witch of Endor. Last September I left the Witch at Banana Bay Marina in Golfito, Costa Rica, and returned to the States for a little R&R. The 'Banana Bunch' tackled my worklist, which included a couple of coats of varnish on the masts - and in the process discovered some dry-rot in the area of the inner forestay fitting. This required immediate repair, so my options were to pull and repair the mast at the muelle in Golfito; take the boat 350 miles to Balboa, Panama; take the boat over 600 miles of open ocean to Bahía de Caráquez; or 150 miles up to Puntarenas and a workforce I had expe-



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rience with. I decided on Puntarenas, and motored up to the Costa Rica YC — a private business — to get the problem fixed. Removing the *Witches'* 55-ft box construction spruce mast was not for the faint of heart, as it required attaching Travel-Lift slings to the winches on the mast, and using a combination of steadying lines and the yard tractor to unstep the mast and then set her down on the ground. To restep the mast, we had to reverse the process — although we also needed to use the winches on my mizzen mast.

"Upon removal of the inner forestay fitting, it was apparent that the sealant that had been liberally applied to the inner surfaces of the fitting when it was installed about five years ago didn't properly seal around the mounting screws. Water got in and the deterioration started. Carpenter Carlos Fallas removed 15 linear feet of bad wood on the face of the mast, and six feet on each side panel, then fitted, glued, fastened, and shaped the new material. He then stripped and coated the entire mast with an epoxy sealer, and applied three coats of paint. I was very im-

pressed with the repair and finished product. While I took advantage of the club's recreational facilities, I had the yard strip and repaint the underwater parts of the hull, paint the mizzen mast, and do a few other odd jobs. For anyone who needs major or minor maintenance while in Central America, I recom-

mend the Costa Rica YC. As for the *Witch* and I, we're on our way to Golfito for a short visit with the Banana Bunch, after which we'll take off for Bahía de Caráquez, Ecuador, to catch up with my sailing buddies on **Viva!** and **La Vie Danzante**. We've got some serious story-telling to do."

We're sure a lot of our readers are cu-



The Costa Rica YC may not be a real yacht club, and they may not have the best equipment, but they apparently know how to fix things.

rious to know how much the repair job cost — or at least how much the yard charges per hour.

"After all my troubles getting to La Paz, being held captive there for seven months, and my problems getting to Mazatlan, I'm beginning to feel like Capt. Ron," writes





Susan Meckley of the Challenger 32 Dharma. "The day before I left La Paz, I had the waterpump rebuilt. It failed again 100 miles out to sea. When I got to Mazatlan, I had it rebuilt again, but it failed after 10 minutes. The problem was the guy who rebuilt the pump didn't replace the impeller - which no longer had any blades. I couldn't find a replacement impeller in Mazatlan, but the Alamedabased U.S. Coast Guard Cutter Monroe just happened to be in town. I approached them not knowing if I would be mistaken for a terrorist, but they allowed me to show them my retired military I.D. card — I had 32 years in the Army. With that, the engineering department went to work fabricating a new impeller for me. It took them two hours. Now that's what I call 'above and beyond'. The Coasties were there, and they helped. Thank you, Coast Guard! But now I don't know what to do. I hadn't figured that cruising was so lonely. I need a companion, partner, lover — whatever! Is there anyone out there who wants to cruise — I don't care where, just somewhere — with a 70-year-old woman who acts — and looks — 52? How about it,



When you lose some blades on the raw water impeller, your engine won't get the cooling it needs, and will soon be badly damaged.

anyone interested?"

One of the few things we know about engines is that each time you run one, you need to check the exhaust to make sure there's plenty of water that's gotten through and cooled the block. If there isn't, you must shut the engine down immediately - or get ready to fork over thousands of dollars for an engine rebuild. There are two primary causes of cooling water not getting to and through the engine: 1) The raw water intake or filter is clogged by a plastic bag, seaweed, or new crab habitat, and 2) The water pump has a broken impeller. The water pump impeller is so critical to the life of an engine, that at least two of the correct ones for your engine — there are scores of different sizes and types — must be carried onboard at all times. In addition, it's critical to know how to install one, and what direction it has to be oriented. Of course, life would be a breeze if finding compatible mates was as easy as replacing impellers. Keep your chin up and good luck.

And the rocket's red glare . . . is not what the Federales wanted to see! Lisa Martin reports that after the sun set one night after beach games during Zihua SailFest, a dozen cruisers on dinghies putted out to the middle of Zihua Bay and began shooting off their expired flares. "The people who manufacture Solas flares



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should snap up a videotape of that event." says Martin, "as the standard small flares that most people carry for emergencies were pathetic compared to the Solas units, which went up hundreds of feet high and illuminated the sky." The 'Great Flare Shootout' had been approved in advance by the port captain — don't you just love Mexico? — who apparently hadn't checked with other authorities. For almost immediately, three dark-hulled Mexican drug enforcement boats roared out to ask what was going on. It seems they had been standing by waiting for a boat drug deal to go down, and wondered if the flares weren't some sort of signal!

If Martin was a sailor, she'd probably know that SOLAS is not a brand name, but stands for the Safety of Life At Sea, an international organization that establishes minimum standards for marine safety equipment. There are many different kinds of SOLAS-approved flares to meet the various needs of mariners. The brightest and highest-flying is not always the most appropriate.

It's getting to be the highest of the high

season at Paradise Marina just north of Puerto Vallarta. what with the **Puddle Jump Party** for cruisers heading across the Pacific on February 24, and the big Banderas Bay Regatta March 25-28. It's too late to make this year's Puddle Jump Party, but if you get this issue early in the month, you'll have

no excuse for missing the Banderas Bay Regatta. This will be the first time in six years that we and *Profligate* have missed it, and we're not happy about it. It's a forcruisers-only fun regatta, where the many social activities are at least as important as the not-that-serious racing. We urge you not to miss it!

As visitors to Paradise Marina no doubt



Paradise Marina in Nuevo Vallarta, one of the nicest marina facilities in Mexico, loves cruisers as much it loves megayachts. Maybe more.

notice, more and more owners of large and megayachts have come to discover the many pleasures of Banderas Bay and of Paradise Marina. Nonetheless, Harbormaster Dick Markie wants everyone to know that the marina hasn't forgotten its cruiser background, and therefore is proud to continue to be home to



Puddle Jumper meetings, Southbounder get-togethers, the Banderas Bay Regatta, dock parties, blessings of the fleet, as well as meetings with port captains, customs, immigration, and the American consulate. Markie is also proud to report that Paradise "is the only marina in Mexico with the full cooperation of the Navy to present a seminar on boarding procedures, and to open a patrol boat for cruisers to inspect."

Another skipper who did Banderas Bay Regatta for about six years and is really missing it, is Blair Grinols of the Vallejobased 46-ft **Capricorn Cat**. After something like six Banderas Bay Regattas, last winter Blair headed off to the Marshall Islands, which he found much to his liking. After leaving his boat there for the fall, he's recently returned, and is once again having a great time.

About 15 years ago, Richard and Sheri Crowe of Newport Beach — who often skippers Orange Coast College's **Alaska Eagle** to the far corners of the globe — built the Farr 44 **Confetti**. As we recall, they took the boat on one daysail, after which they made nonstop passages to

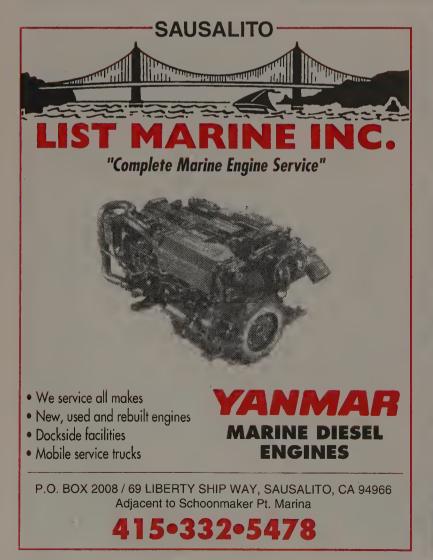


Another new Farr 44? Sheri Crowe is 'thumbs up' over that idea. But they won't be coming out of the shop much this summer.

Acapulco, Lima, and Cape Horn. Their rudder broke on their way to ultra remote South Georgia Island, so they retreated up to the Caribbean — which is where we first met them. After a number of years,

the Crowes sold the boat to Northern California owners, who subsequently sold her again. Richard and Sheri must have really liked that design, for as we write this, they are feverishly laboring away on a new sistership in Newport Beach. It's rare enough for a couple to build a boat, but we've never heard of a couple who have built the same design twice. As excellent a yacht as *Confetti* was, we're confident that the new one will be even better, for these folks are very talented. Come to think of it, they also built the 54-ft aluminum sloop **Polar Mist**.

"We regret to report that the days of free anchoring are pretty much over in Mazatlan," report Steve Hersey and Rita Acciacca of the Union 32 **SeaScape**. "The port captain has put fees on anchoring in the old harbor, and at \$9/night U.S., plus \$3/day for the dinghy dock, it's not cheap. In fact, you can get a berth at Isla Marina on the north side of town in the same estuary as Marina Mazatlan and Marina El Cid for less on a monthly basis. In addition, the port captain now requires that an agent be used to check in and out. So





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where are budget cruisers to go? There are a couple of free anchorages that are fine for a few days of rest between passages - but they have few if any services. One such free anchorage is behind Isla Chivos, which is actually part of the eastern side of Mazatlan harbor. There is a small town with very limited supplies within walking distance of the beach, and the palapa restaurants give the cook a chance to enjoy a meal ashore. The holding is good, and as long as the wind is from the northern quadrant and there isn't too much of a swell, it can be a pleasant anchorage. It's also possible to anchor behind Isla Venados, which has rock outcroppings and is also open to the south. But there are no services. Mazatlan is a nice place to visit, and you can get good boatwork and other marine services at reasonable prices. But if you expect to stay on the cheap, you may have to restrict your visit to a few days."

We hate to hear news like that. In the past, Mexican port fees always seemed to be quite reasonable. But over \$300/ month, if you include dinghy dock privileges, verges on being outrageous. We pay less than that to anchor Profligate off Gustavia, St. Barth which is about as upscale a little harbor as there is this side of St. Tropez, Included in that fee is the use of three dinghy docks and lots of clean showers and toilets

reserved for mariners. For your 32-ft boat, the monthly fee would be less than \$100/ month. Plus, you can clear in and out yourself, for nothing, in about 10 minutes of fun with the port captain or his staff. You almost wonder if Mexican officials are trying to drive boat tourists away.

"I'm Chris Havel of Oakland, and just wanted to introduce myself and my family, and to share our plans for the future. First, after years of waiting, watching and learning - with much inspiration com-



If not trying to drive cruisers away, Mazatlan has no excuse charging port fees that are higher than at more luxurious St. Barth, pictured here.

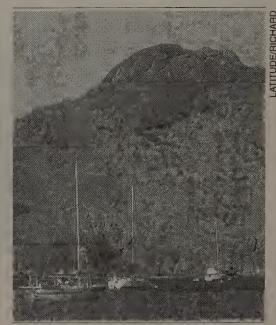
ing from the Cal Sailing Club in Berkeley and Latitude - my wife and I have decided to go cruising for one year with our two sons, who are 10 and 8. For a bunch of reasons, we've decided to start on the East Coast and end up back in California. We considered joining the West Marine Caribbean 1500 to get to the Caribbean, but compared to something like the much less expensive Ha-Ha, it's too pricey for us. So you'll understand that the re-



ports you've been posting on *'Lectronic* since December about cruising in the Caribbean couldn't have been more timely and worthwhile for us, as we intend to visit most of the islands in the Eastern Caribbean. Will you be covering other islands as well, such as St. Vincent and the Grenadines and other 'down islands'?

"Given our initial East Coast itinerary, we purchased a Stevens 47 that is currently in Annapolis," continues Havel. "We made an offer, had her surveyed, and bought her - all between Thanksgiving and New Years. We've only seen our boat for six hours! Our new-to-us boat is currently wrapped up and freezing her transom off on the East Coast while we finish the kids' school year and our jobs. We leave California in early June, spend the summer in New England, and then head southeast, south, then west, and finally northwest. I'll be writing more details on the various aspects of our trip - kids and schooling, a year without working, preparations for the jump offshore, budget, getting through the Canal, and so forth.'

Congratulations on your new boat, and thanks for checking in with us. Alas, we



By this time next year, the Chris Havel family should have their Stevens 47 anchored among these yachts in the blue waters of the Caribbean.

won't be going 'down island' this year, as for once in our life we're trying to cruise a small area slowly rather than a big area quickly. And we're loving it. In fact, you won't believe our plans for next year. One caution about cruising in the Northeast: berthing ins the more popular areas can be ferociously expensive — as in up to \$5/foot/night. So if you're on a budget, plan ahead. By the way, when the time comes for you to make the passage from the East Coast to the Eastern Caribbean, we can put you in touch with people who do it every year and who can give you some tips. Unlike sailing from California to Mexico, from the East Coast to the Caribbean can be complicated, and can be subject to rough weather.

Here's **an usual exchange** that was passed along to us:

From William Servais, Commodore of the Ross Island YC of Antartica to former Redwood City resident Bob Rowland: "Received your note regarding membership in the Ross Island YC of Antarctica. How in the world did you hear about us? To join our exclusive ranks there are a couple requirements. First, that you have been to Ross Island. Second, our bylaws clearly state that we do not accept convicted pirates. If you can give me some assurance that you meet this standard, I will mail



you a membership card."

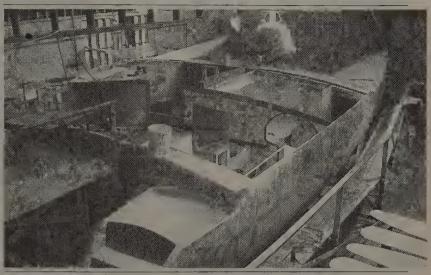
To which Rowland responded: "I learned about the Ross Island YC from a short note that appeared in the December issue of Latitude 38, a sailing magazine published in the San Francisco area. I think it's the most informative and readable sailing publication in the U.S., and l continue to subscribe even though l shipped my sailboat from Redwood City to Annapolis in '86. I took early retirement from the U.S. Geological Survey, and planned to sail to Australia. By the time I'd sailed as far as Fiji, however, I had more experience and ended up circumnavigating. You are correct about my having spent time at Ross Island. I was there, during the summers of 1962-63 and 1963-64, for the U.S. Army Cold Regions Research and Engineering Lab. As for a piracy conviction, negative, I never engaged in piracy or barratry. I will look forward to receiving an RIYC membership card in the mail. Let me know if I can do anything to help out fellow members who might be planning long distance, small boat, low-profile ocean sailing."

Also looking forward to going cruising - although it won't be for a couple of years — is Jim Kerrigan. "Here's a photo of the current status of the Chris White-designed Atlantic 42 catamaran we're building in our shop in Ferndale.

We've been at it for two years, and will be done in the spring of next year. We'll probably be headed south with the Ha-Ha in a couple of years."

It looks as though Kerrigan is doing a fine job. We learned about it when he wrote us inquiring about Profligate's original 74-foot mast, which is still safe, sound - and for sale - on a roof in the Santa Barbara Harbor.

As we close out this month's Changes,



This photo shows the current status of Jim Kerrigan's Atlantic 42 catamaran, under construction in Ferndale. She's looking good.

we'd like to remind you how much we enjoy hearing from all of you — and know that your friends feel the same. A short note is always fine, but please, please, please, always remember to include your boat name, type, hailing port, and your full name. And when possible, include a high resolution head and shoulders photo of yourselves. Gracias. Merci beaucoups. Thank you.

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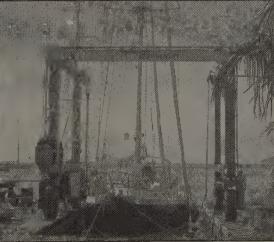


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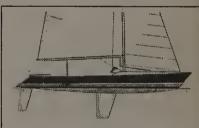
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J/24, 1978. In good condition with Nissan 8 hp longshaft engine. Great Bay or Estuary boat. Located in Alameda. Call Chris (510) 814-8885.

CATALINA 22 Mk II, 1997. Barrier coat, fin keel, no blisters. Excellent condition. 1999 15 hp Mercury, 6 gallon tank, stereo with interior speakers, galley kit, Porta-Potti, Hot Pockets canvas. Fishfinder, windspeed and knot indicators. VHF, compass, solar panel. BBQ, stove, fresh water. 155% genoa, full batten main 1999, roller-furling, tabernacled mast, full spinnaker equipment, extra sheet stoppers, extra halyard winches, inboard genoa tracks, class jib with cover, symmetrical spinnaker, asymmetrical spinnaker, backstay adjuster, custom mainsheet blocks. Catalina 250 rudder with extension, canvas package, Danforth anchor, flares, lifelines, fire extinguisher, life jackets, cockpit cushions, life sling, manual bilge pump. \$9,750/obo. (831) 423-7298.



PACIFIC SEACRAFT DANA 24, 1985. Bluewater pocket cruiser, well-maintained, equipped for singlehanding. Low hours on Yanmar, quick-release inner forestay and staysail. New Awlgrip on topsides. Trailer. Located Winchester Bay, OR. Call for details. \$60,000. (541) 941 3029 or email: mikombs01@earthlink.net.

CATALINA 22 SWING KEEL, 1972. Poptop, trailer, 6 hp outboard, main and 2 jibs, Porta-Potti. Freshwater boat kept on trailer. Located Weaverville, Trinity County, CA. \$2,500/obo. Please call (530) 623-5418 (eves and wknds) or email: hammer@snowcrest.net.

RANGER 24. Fast, fun boat. Nice compact cruiser. Good interior. Bottom done May 2003. 3 jibs, 2 mains, lines led to cockpit. Outboard. Jump in and go sailing. In Richmond Marina. \$2,900/obo. Will consider trade. Call (209) 931-4030.

MELGES 24, #415. Excellent race condition and record. 1st in Worlds and second in NAs. Fully race equipped. New standing rigging and complete hardware refit in Sept 2003. North Sail inventory. \$35,000. Alameda. Email: ktk@lava.net or call (808) 554-4422.

CATALINA 22 FIN KEEL, 1979. Well-loved boat with trailer. New North main, new North genoa, new upholstery. Single pull 8 hp Johnson. Faired bottom with West System. Pop-top, lifelines. Race rigged. New bimini. Possible lake berth. \$5,000. Call (916) 351-9260 or email: bchezem@mainsailgroup.tv.

12-FT MILLIMETER, HULL #235. 12-ft scale model of 12 meter America's Cup racer. Main, roller furling jib, 2 spinnakers, spin pole. Sit and steer with your feet, easy to learn. Fun, fast boat to sail. New bottom paint. Trailer included. \$2,000. Call (415) 272-6222.



23-FT 1/4-TONNER ONE DESIGN. Built by Dehler in Germany. 5 sails and a motor. Design by Van der Stadt. Very competitive and has won many races here in the Bay. Must sell, leaving country. \$3,250 for quick sale. Call (415) 485-0918.

CAL 20, 1963. \$1,500. Bottom job/faired keel 2002. New rudder/tiller 2002. Main, jib, spinnaker, 3.5 hp outboard, solar panel, Porta-Potti. Solid boat, ready to sail. Email: melissa@queserasailing.com or call (510) 883-9115.

LIEN SALE. Saturday, March 27 at noon. Sample boats: 1974 25' F/G sail, 1969 24' F/G sail, 1968 24' F/G sail, 1968 32' F/G sail and more. Brisbane Marina, 400 Sierra Point Parkway, Brisbane, CA. Call (650) 583-6975 for info/directions.

TWO NEPTUNE 24s, BOTH 1980s. Fast and fun. Built by Capital, same manufacturer as Newport. Hood roller furling, new jib, pop-top, 7.5 hp Honda. \$3,500/obo. Call for specs on each (209) 368-4448 or (209) 712-3881.



RANGER 22, 1978. Lead fin keel, great shape, easy singlehander. Low hours on 8 hp Evinrude 2-stroke x-longshaft o/b. Rigged for remote operation. 3 jibs, spinnaker. Standing rigging 1999. Porta-Potti, anchor, new wood. Priced at \$3,800. Call (415) 948-6281.

MOORE 24, # 60. Typhoon. Race ready. Has everything you need to put the fleet behind you. Trailer. Possible dry slip at SCYC. Call Gary (831) 247-5195 or email: fusarig@cs.com.

VICTORY 21, 1964. 4 hp longshaft Evinrude outboard, trailer, 2 jibs, 1 main, fixed keel. Solid daysailer with large cockpit, fiberglass, new bottom paint, must sell. \$1,000. Ed (415) 518-7511.

J/24, 1981. Fast Fleet 17 champion. Professionally maintained with OCSC's fleet. Faired bottom and rudder. Just completed annual out-of-the-water service. Includes full inventory of sails and Johnson 6 hp outboard. Good condition. \$6,000. Call Rich or Simon (510) 843-4200.

CATALINA 22, 1986. Trailer, S/K, poptop with cover. One of the best freshwater boats. New interior and 4-stroke motor, 8 sails, lots of quality upgrades, pulpits, autopilot, knotmeter, bilge pump, VHF, fishfinder, compass, CD stereo. Race ready. \$5,300. (916) 988-6501.



SAN JUAN 21, 1980. Swing keel with trailer, Honda 5 hp, tillerpilot, lots of new parts, easy to tow. Ready to go. Just ask for pictures and info. \$3,200/obo. Email: clingons30@sbcglobal.net or call (707) 542-1772

SANTANA 22, 1966. 6 hp Evinrude, 1 mainsail, 3 jibs. Life jackets, anchor, running lights, winches, seat cushions. Could use cosmetic upgrades but in good, solid condition. Berth transferable. See pics: www.theclaremonts.com/38/index.htm \$1,950. Call Dan (415) 377-5184 or Adam (415) 640-0381.

25 TO 28 FEET

CORONADO 27. New boom, new 8 hp Honda, new mainsail. Lying Stockton, CA. Needs a little love. \$3,000/firm. Call (559) 645-4316.

RARE MORGAN 27. Pristine, loaded with gear. Owner out of state, not sailed for 4 years. Great price. \$11,000/obo. Call (707) 315-6679.

COLUMBIA 26. 9.9 electric start longshaft. Sails in good condition. Radio, depthsounder, sleeps 3. Permanent endtie at Berkeley Marina. \$4,500. Call (650) 224-1462.

PEARSON 26 SLOOP, 1976. Very good condition, 3 sails plus spinnaker. Nearly new Honda 9.9 outboard, many extras. \$4,500. Call (707) 645-9257 or email: tedrogers@covad.net.

HUNTER 28.5 IN HAMPTON, VA. Trade for West Coast boat or sell for well below market. Sloop rig, dinghy, outboard, chartplotter, stereo, less than 400 hours on Yanmar. Want trailerable sailboat of equal or less value. Call (775) 888-8889 or email: guitnut@aol.com.

ANTRIM 27, 1998. Good condition, lightly used. Good sails. Zieman tandem trailer. Very well-built example of this exciting boat. Dry stored in Alameda. \$29,900/firm, as-is. Call (916) 612-5227 or email: conmaj@pacbell.net.

CORONADO 25. 2 headsail, main, gimbaled alcohol stove, new depth-sounder, battery, Porta-Potti, life jackets, etc. Great start boat. In Sausalito. \$2,700. John (415) 883-8500.

OLSON 25, BARKING DOG. Venerable Bay racer, one of the last Santa Cruz-built Olsons, hull #110. Always dry sailed, dual drop-axle trailer. Evinrude 4 hp outboard, several bags of sails, Autohelm. \$11,500. Call (415) 457-6574.

MARIEHOLM FOLKBOAT 25, 1971. New standing rig 2001, epoxy barrier, bottom paint 2002. Bilge pump, head with holding tank, depthsounder, VHF radio, whisker pole, 3 sails, wood interior. Berkeley upwind slip. \$4,000. (775) 677-8646 or email: folkboat544@yahoo.com.

CATALINA 27, 1981. Excellent. GPS, DF, VHF, UHF. Spinnaker, 120 gennie, new furler jib and main. Jacks, dry, Universal 100 hours. Original interior, new batteries, float charger, recent bottom paint. SF, Coyote Pt. slip. \$14,500. (408) 448-8988.

CAPRI 26 FIN KEEL. Freshwater boat with custom trailer. Walk-thru transom. Sleeps 4, walk-in head, full galley, Corian countertops. New 10 hp 4-stroke o/b motor. Too many extras to list. Excellent condition. Moored in Redding, CA. \$26,000. Call (530) 778-3404.

MacGREGOR 25, 1969 with trailer. Good condition. 15 hp outboard. Bought larger sailboat and eager to sell this one. \$2,000/obo. Call (209) 632-6107, leave message and I will contact you asap.

CATALINA 27, 1976. Completely refurbished inside and out, top to bottom, hundreds of hours in labor and thousands in parts. Every system has either been replaced or rebuilt. \$12,000/firm. Great deal. Call (510) 290-6455 for complete list of upgrades.



PEARSON 26, 1977. Claddagh. Great race record including Little Ensenada winner. 9 bags of sails including 3DL main. New motor, rudder and standing rig. Looks like a new boat. See more at Website: <www.claddagh1425.com> Please email: ken.henehan@autoliv.com or call (619) 454-8439.

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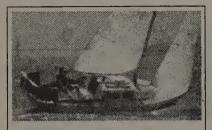
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OPPORTUNITY: 1977 RANGER 28. Always kept in freshwater. Gary Mull design. Great cruiser/racer. 7 sails, new 2003 main. All lines run to cockpit. Atomic engine completely refurbished 2002. Runs perfectly. See boat at Website: http://photos.yahoo.com/gastonfmartin \$11,500. Call (509) 838-1266.

CATALINA 25, 1987. Dinette style. Trailer, self-tailing winches, roller furling 150. 2000 Yamaha electric start, low hours. Extras. \$11,500. (916) 991-0672 or email: temcmillian@yahoo.com.



PEARSON ARIEL 26, #81. Classic one design cruiser/racer that sleeps 4. Good sails and maroon canvas coverings. 5 hp Honda 4-stroke. Hauled out, new bottom and other yardwork, December 2000. New bow pulpit. Great Bay sailboat and quite seaworthy. In Emeryville and ready to go. \$4,500/obo. Call (510) 653-7065 or email. capron@pacbell.net.

COLUMBIA 28. Wheel steering, large cockpit, nice galley. Easy to handle, great Bay boat. Ready to sail. 6' headroom. Emeryville slip. \$4,800/obo. Call (530) 644-5766 or (916) 799-4137 or email: seadamsus@yahoo.com for pics.

PACIFIC SEACRAFT 25, 1976. Doubleender. She'll take you anywhere you want to go. New Fleming windvane. No engine, looking for sailors only. She comes with all my cruising stuff. (310) 717-8963.

MUCH LOVED PEARSON ARIEL seeks new lover. Ready to sail, over-rigged and underpriced. Many upgrades. Rebuilt A-4, rod rig, large sail inventory. New boat forces sale. \$4,500/obo. (510) 639-7004.

28-FT HAWKFARM. Ready to race. New: Engine, paint, electronics, wiring, unibraid lines, sails, interior. Incredibly faired underbody, consistent winner. Selling price is less than upgrades alone in last 3 years. Call for new equipment list and see. Dan Newland (510) 521-7172.

CATALINA 25. Great condition, wing keel, trailer, roller furling, depthfinder, VHF, lines led to cockpit, Porta-Pottl. 1999 Yamaha 9.9 electric start, less than 75 hours. New bottom paint, refinished exterior wood. Moored SF Bay. \$15,000. (530) 306-9872.

MORGAN 28. 15 hp Westerbeke diesel, roller furling, sleeps 6. H/C pressurized water, electric head with shower, 3-burner stove/oven, dinette, 6'+ headroom. We've moved and need to sell this great bòat. Second Wind is berthed in Marina Village, Alameda. \$16,000. Call (831) 335-7630.

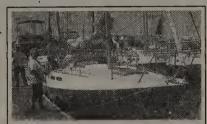
OLSON 25. Voted top 5 PHRF boat by *Sailing World.* Fun and competitive SF Fleet. This boat has wen the National Championship. In excellent condition. \$12,900. Call (415) 713-2625.

NOR'SEA 27. Great shape. Aft cabin, wood stove, head. Four sails, depthfinder, propane stove and oven, double sink. Ready to go. Call (619) 501-3557.

HUNTER 25.5, 1985. Yanmar diesel, main, two jibs. Bottom painted 8/03. \$8,000. Call (415) 883-3733.

FOLKBOAT, 25-FT 1958 WOODIE with new Honda 5 hp 4-cycle. Overhauled spruce mast, natural hull, extra sails. Previous Master Mariner racer. Keel bolts replaced, very stiff boat. See Website: www.pbase.com/pato/folkboat_sailing \$3,000. Mike in Benicia (707) 746-7214.

RANGER 26, 1969. Sweet and good condition. Awesome Sausalito berth, front-row view of Mt. Tam. Ideal weekend retreat. Bought recently, sadly must sacrifice. \$6,500/obo. Call (415) 713-2969 or email: adagio@mcn.org.



NEWPORT 27 S. A nimble cruising motorsailer for \$8,000/obo. Rerigged stays and shrouds with bottom paint. New 3-blade propeller on Atomic 4, furling jib, 4 winches, GPS map/depthsounder/fish-finder, auxiliary motor mount. Refrigerator, microwave oven, new toilet, sleeps five. Semi-flush deck, wide cabin. Worth a lot more but we're moving. Call (408) 829-6818 or wickerwall @hotmail.com.

CATALINA 27, 1972. New standing and running rigging, painted mast, new bottom, new upholstery, new propane stove. Rebuilt head, new thru-hulls. 15 hp o/b, low hrs. Dinette version. \$9,500/obo. Please call Rusty (415) 279-7382 or email: rustycanada@hotmail.com.

MacGREGOR 26, 1993. Excellent condition. Main, jib, 150% genoa, spinnaker. 8 hp Honda, enclosed head, galley with alcohol stove, poptop, swim ladder, new battery, solar charger, 2 anchors, water ballast. Trailer. \$8,000/obo. Please call (530) 626-0775.

1967 ARIEL. Atomic 4. New: standing rigging, stanchions, paint, lifelines, Autohelm 2000, chartplotter, Lofrans manual windlass with 160 feet 5/16" chain, 200 feet rode, 35-lb CQR. Adler-Barbour fridge. 4 good sails, inflatable, Johnson 6 hp, wood interior. Mexico vet. \$7,200/obo. Call (805) 680-3959.

CAPE DORY 28 SLOOP. Classic cruiser. Full keel Alberg design. Wheel steering, self-tending jib, new standing rigging, new sails, bottom job. Volvo Penta, low hours. Windlass, anchor/rode, VHF, FM stereo. Well-maintained. Sausalito berth. \$25,000. Call Ann (415) 453-8462.

LANCER 27, 1983. Power sailer. 20 knots under power with 35 Force OB or modern rig and underbody for fast sailing. Heavy, strong, glass hull, furling jib, wheel, captain's chair. Legal head, standing headroom, double berth, 2-cabin layout. Alameda. \$5,000. (510) 347-2344 (eves).

MacGREGOR 26X, 1996. 50 hp 2-stroke Tohatsu. Furling genoa, extra jib. Dual gas tanks, VHF, compass. Cockpit cushions, bimini, wheel and sail covers, boomvang, trailer/spare, solar vent, lots of extras. \$17,000. Alameda Marina. Call Bob (925) 462-0753 or rhburton@comcast.net.

OLSON 25, 1986. Hull #91. This is a fun boat for sale by original owner. Well-maintained and never abused. New main, jib, spinnaker. New standing and running rigging. New Merc outboard. Recent bottom paint. Auto, GPS, EPIRB. Was recently listed at \$12,500. No takers. Will go to the first \$8,500. Must sell. See at Ballena Bay E-49 Call (408) 238-1344.

PEARSON 26 WEEKENDER, 1976. 7.5 hp Honda, UHF, 90/120 sails, boomvang, plumbed head, depthsounder, large comfortable cockpit. Sails great, sleeps 4. Alameda Estuary mooring. \$5,500/obo. Please call (650) 584-1956 or email: timm@synopsys.com.

BRISTOL 27, 1977. Alberg-designed 3/4 keel classic plastic. Solid boat, lovingly maintained. Teak trim and interior, reliable Atomic 4 inboard, new rigging and bottom paint. Too much to list, needs nothing. Ready to go. Berkeley. \$9,850. Robert (415) 640-2416.

MacGREGOR 26, 1991 with rights to beautifully situated slip at Berkeley Marina. Great condition, back-up sails, stove, portable toilet, Evinrude 9.9, compass, VHF, CD player, swim ladder, enclosed head, pop-top bimini. All manuals, papers up-to-date. \$8,500/obo. (415) 205-5299 or email: jeff.dawson@sbcglobal.net.

YANKEE 26, 1975. S&S designed. Great condition. Wheel steering, roller furling. New lines and autopilot. Singlehanded arrangement. Inboard gas engine. Fin keel, skeg rudder. Newly refinished wood, Cetol. Many extras. Located Moss Landing. \$11,000/obo. Call (831) 236-2231 or email: haney_mark@msn.com.

CATALINA 25, 1977. We need to sell this boat. Very good boat, new bottom, roller furling genoa, new main. Electric start 9 hp Johnson. Galley, pop-top, no trailer. Berthed at Fresno/Millerton Lake. \$5,250/obo. Call Bill (559) 281-1616.

CATALINA 27, 1978. Tall rig, OB, constantly upgraded. 7 headsails, 3 mains, 3 spinnakers. All lines to rear. 6 winches, twin headstays, club jib boom, new interior. Autohelm, electronics, good motor. Fast, fun boat. \$9,500. (925) 457-0946.

28-FT IOR 1/4 TON GARY MULL DESIGN race boat, 1976. A/C design. Hull #20. New bottom paint, completely rebuilt OMC saildrive inboard motor. New halyards. Pineapple main, North jib, spinnaker. Classic IOR traits. Fun and fast. \$8,000. Call (415) 272-6222.

CATALINA 27, 1975. \$3,500. Roomy. Stove, life vests, 2 sets of sails. Autohelm, radio, fishfinder. 10 hp Yamaha outboard. Showers, cable TV. Berthed in Oakland. Call Dan (415) 751-1370 or page me at (415) 809-3586.

PACIFIC SEACRAFT 25, 1976. Iron Wind. Good condition. A classic, strongly-built double-ender. Ideal for Delta or pocket cruising. Teak interior and deck. Nissan 6 hp 4-stroke, 20 hours. Sausalito. \$12,000. Call (415) 518.3291 or email: mlbamford@hotmail.com.

CATALINA 25, 1979. Swing keel, pop-top with enclosure. Main and 150 genoa, CDI furler, alcohol stove, Porta-Potti. Honda 10 outboard, VHF, GPS, sounder, stereo. \$5,000. (916) 689-7379 (eves only) or email: lgcharlot@lanset.com.

SOLING, US 101. Open cockpit 27-ft keelboat. Very good condition. Fast and fun, ready to race or daysail. Lots of sails. Recent refit with Harken blocks and travellers. All controls double-sided. Includes galvanized trailer. Ken (415) 472-2929.



LANCER 28, 1979. Trailer sailer, no trailer. 8-ft beam, 3-ft draft, standing headroom. Dodger, newer 8 hp Nissan. 9/03 haulout/survey, VHF, stereo, autopilot, shore power, Constavolt, boarding ladder, BBQ. Very clean boat, sailed regularly from San Rafael. \$5,000. Call Jim (415) 457-8236.

MacGREGOR 26 and trailer. Johnson 8 outboard. AM/FM/CD built-in. Many extras. Good condition and ready to sail. \$7,400/obo. Call (925) 443-8915 or email: sailorgeorge26@aol.com.

CATALINA 27, 1976. Dinette model, large V-berth, expanded galley, 15 hp Honda OB, depth/fishsounder, stereo, CG safety equipment. Danforth anchor, roller furling jib. Battery charger, shore power and battery replaced 2001. Ready to sail. \$7,900/obo. Email: chas.jones@sbcglobal.net.

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NEWPORT 28, 1981. Universal diesel. new North sails, spin equipped, new standing and running rigging. \$9,750/obo. Seller motivated. Call (650) 964-8901.

CATALINA 27. Good condition, new rigging, 2 jibs, forward roller furler. Recent electronic upgrade, including knotmeter, wiring and radio. 10 hours on rebuilt Atomić 4 engine. Refinished wood, \$9,500/obo. Call (510) 888-0600 or email: wdoolittle@doolittlelaw.com.

CAL 2-27. Excellent condition. Atomic 4, wheel, autopilot, radar, GPS, VHF, depthsounder, hull speed. Roller furling, 5 sails, 6 winches, 2 anchors, custom headliner and extras. \$9,700/obo.Call (209) 832-7227

ERICSON 27, 1973. New: bottom, thruhulls, battery, charger, 110 and 12v wiring. VHF, depth, knot, fresh tune on 8 hp. 2-burner stove/oven. Ready to go. Call (415) 225-4319.

CATALINA 27, 1972. Dinette model. Clean, nice 9.9 Honda O/B. Good main, new jib, tiller steering, depth, stereo, stainless BBQ. \$4,000. You will not find more bounce for the buck or I'll eat a bug. Email: fishlips1@earthlink.net or (530) 289-1021.

O'DAY 27. Sausalito berth. Yanmar 8 hp diesel, runs great. Nice, clean, roomy. Depthfinder, VHF, stove, sink, icebox, etc. Flexible partnership possible. Price negotiable. \$7,200. Trades considered. Call (415) 331-5251.

CATALINA 25, 1985. Fixed keel, standard cabin, standing rigging almost new, interior is clean. Boat is on 2-axle galvanized trailer. Easy lift mast kit, new traveler, poptop. \$10,000. Mitch (530) 268-6570.

29 TO 31 FEET

CATALINA 30, 1980. \$20,000. 3 jibs, extra main, wheel steering. 2003 bottom paint, knotmeter, depthfinder, hot water, refigerator, cockpit cushions. Atomic 4, new exhaust, VHF, updated interior, selftailing winches. Benicia berth. Call (707) 426-5279 or (707) 447-2464.

OLSON 30, 1980, #11. *Tsunami.* 5 sails, 4 winches, including 2 self-tailing Barients. Excellent 5 hp Nissan motor, digital compass, speedo, depth. Located Santa Cruz. Good condition. Includes custom trailer valued at \$2,000+. \$16,800/terms. Call Charlie (831) 423-9693.

ISLANDER BAHAMA 30, 1981. Volvo diesel, wheel, VHF, stove, H/C pressure water. New since 2001: rigging, Pineapple mainsail, seacocks, injector pump, filters, water pump. 2004 bottom paint, zincs. Clean exterior, interior needs TLC, cushions, etc. See more at Website: <http:// cosmiccow.com/islander30/> \$23,500/ obo. Call (415) 282-4792.

1929 BIRD, GREY GOOSE, #10. Proven race winner, ready to go. Recent survey, good condition, new 8 hp outboard, two mains, jib, spinnaker. Must sell. \$7,000. Email: greygoose10@hotmail.com or call (912) 224-7111.

SANTANA 30, 1977. Good condition. All new sails plus old sails, 16 in all. Volvo Penta engine, new stove. VHF radio and many extras. \$11,000. Eric (707) 331-0314 or email: cate_eric@hotmail.com.

CATALINA 30, 1978. Roller furling, cover 2003. New batteries, wheel, knotmeter, depthfinder. New Garhauer hardware: traveler/blocks/vang. Cockpit cushions. Rebuilt Atomic 4, 168 hours. New exhaust. new head/tank. Standing rigging replaced 1998, fridge, Autohelm. Berkeley berth. \$17,500. Call (510) 219-9404.



WATKINS SEA-WOLF 30, 1986. Similar in size to Catalina 30, and in beautiful condition. 10'4" beam, 9,100-lbs displacement. Very dry and comfortable sailing. Four-year-old 16 hp Yanmar diesel with less than 200 hours. Roller furling, wheel, spinnaker gear, speedometer, depth-sounder. VHF, extended bow anchor platform, bimini, swim ladder, custom cockpit cushions, much more. Beautifully varnished teak interior, sleeps 6, full galley with hot/cold water, enclosed head/ shower, \$19,500/obo. Call (510) 530-6653 or email: gmlitton@hotmail.com.

PETERSON 30. \$18,000/obo. Racing/ cruising tall-masted sloop. 1/2 tonner. 13 hp Volvo/Penta diesel. Furling jib, two headsails and main, full rigging. Full galley, 12 gals water and fuel. 6'0" headroom and 12'3" beam. New water-tight windows. Email: rrmrrmrm@hotmail.com or call (415) 515-0093.



1981 ETCHELLS, US 529. Ontario white hull, top racing condition. 5th place in SF Bay Fleet in 2003. Keel updated to max aft/depth, bottom/keel faired. Proctor spar, standing rigging was replaced in 2003. Updated running rigging with Harken equipment. Double-axle trailer with sail box. Deep sail inventory, including 2003 main and jib. \$12,000. (650) 498-8694 or email: malggl@yahoo.com.

ERICSON 29, 1972. Lo-tech, well-maintained boat with Atomic 4 and many extras. Asking \$6,750. For spec sheet and add'l info email: dunlop56@aol.com or leave message at (916) 803-1331.

ISLANDER BAHAMA 30, 1980, Excellent condition, many extras. \$21,900. Located in San Francisco. For more info: <http:// www.mjasolutions.com> follow 'sailboat' link. Call (650) 298-9043 or email: islandersavuti@yahoo.com.

OLSON 30, 1979. Excellent condition. Epoxy bottom, nearly new doublespreader mast. Racing and delivery sails. Freshwater sailed 17 years Lake Tahoe. Dry stored winter. Includes tandem-axle trailer with surge brakes, outboard motor and other extras. Fast and fun boat. Asking \$15,500. (775) 853-4335 or email: Debit96@yahoo.com.

YANKEE 30, 1974. Sparkman & Stephens design. Berthed in City of Monterey slip. Very good condition. Short rig. 10 hp Westerbeke diesel, 300 hours. New bottom paint. Recent thru-hulls. Radio, depthfinder, 2 jibs, spinnaker. \$17,500. (831) 373-1152 or brocsten@aol.com.



SANTANA 30, 1979. This boat is a ten. Ready to rock and roll. Many upgrades. Autohelm, folding prop, Nexus intruments. New 13.5 hp engine, Navtec backstay, baby stay, adjustable blocks, solid boom vang, 2-track roller furling, lines led aft, 6 jibs, 3/4-oz spinnaker, 2 full batten mains. Wheel steering, LPG stove/oven, head, 2 coats new epoxy bottom, new bottom paint (4 coats alternating color), three 6" strips (yellow, red, blue) from bow to stern and more. \$ 22,500. Vallejo Yacht Club. Call Spence (707) 246-4863 or email: spenceriamesf@aol.com.

WANTED: PEARSON 303, 31, 32, 323 or 33 in clean sail-away condition. Cash buyer with good survey and sea'trial. Dave (707) 254-1526 (wk) or (702) 257-1937 (hm) or email: david.sawyer@ubs.com.

CAL 29, 1973. Atomic 4 rebuilt 2003, warranty. New head 2003. Lines led aft. Anchor roller, E-Z jacks, dodger, cockpit awning, swim ladder. Stove with oven, pressure water. Main, roller furling jib and genoa, spinnaker. \$15,000. Call (510) 654-3903.

PEARSON TRITON. Classic racer/ cruiser. Two sets of sails, spinnaker, dodger, Atomic 4. Many extras. Great boat. \$6,000/obo. Call (707) 718-4866.

ISLANDER 30 Mk II, 1975. Harken RF and jib new in 2000. New standing rigging in 1997. Volvo Penta diesel in good condition. Recent survey and bottom job. VHF, depth, windspeed, knot indicator, Loran, and more. Comfortable accomodations. \$16,900. Call (530) 241-5630.



HUNTER 30, 1990. In excellent condition. Well looked after in Bay Area since new. Yanmar 16 hp diesel. Autohelm 4000, wind speed/direction indicator, fishfinder, depthfinder, VHF radio, two batteries with voltage monitor, battery charger. Fully battened main with Harken lazyjacks, Harken roller furling, rigid boom vang, feathering Maxprop. 150%, 110% jibs plus beautiful reacher. BBQ. Delta awning. Sails well plus has amazing accommodation. Fatty Knees sailing/rowing dinghy included. \$35,000. Call (650) 654-4041 or email: jhawkins@aol.com.

ERICSON 30, 1969. White sloop. Tiller, 4 sails. Newer Yanmar 20GMF diesel. Varnished mahogany interior with newer cushions. Full headroom, 6'2". Dinette with settee. In Alameda, \$8,000, Call (510) 347-2344 (eves).



TRIPP 30. Beautiful, well-built boat designed by Bill Tripp, built in Holland. Extensively upgraded. Custom mahogany interior. Yanmar 2GM20F diesel with 400 hours. Full cover, dodger. Avon Redcrest and forced air Wallas heater. Awlgrip hull. Rigging controls set up in cockpit for singlehanding and ease of control. Located in Sausalito, CA. Asking \$27,500. Call Wayne (310) 551-2800 ext 204.

HUNTER 28.5, 1985. Well-maintained with new Hogin genoa, roller furling, dodger, autopilot, low hours Yanmar 18 hp 2GM. VHF, stereo, Raycor filter/separator. Emery Cove Marina. Will repaint bottom, polish and wax before sale. \$17,000/obo. Call Rob (775) 225-1502.

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CAL 29, 1973. Just refurbished. Too many options to list. Beautiful condition. \$19,500. Call (209) 365-6642.

30-FT CHINESE JUNK. Built Hong Kong 1958, berthed Alameda. Sound hull, authentic bamboo sails, two 9.9 hp new Honda longshafts, propane heat and range, enclosed poop deck. Liveaboard owner, 17 years, moved ashore, boat needs TLC. \$15,000/obo. (206) 284-0962.

PEARSON TRITON 28.5, 1962. Yanmar 20GMF, 1999. New shaft, propeller. New standing/running rigging 2000. Rebedded chainplates. Rebuilt rudder. New mast support. Propane stove/oven. Enclosed head with holding. Dinghy. \$13,000. Moored San Diego. Call (619) 807-7833 or email: boxcar951@yahoo.com.

CATALINA 30, 1980. New standing and running rigging, 2002 Garhauer traveler and boom vang, wheel steering, lines led aft, roller furler, diesel engine. Pics and more info at <www.erols.com/konawalik/ catalina30.html> \$19,000/obo. Call (415) 378-3342.

NANTUCKET CLIPPER, 1979. Builder: Offshore Yachts Int'I/LTD, Norfolk, England. LOA 31.8', LOD 29.5', LOW 21'. Beam 9.1'. Yawl rig, full keel, 6,500-lbs lead ballast. FG hull, inboard Volvo 14 hp diesel, overhauled May, 2003. Fuel 10, water 20. Head, stove/oven, refrig. New compass and knotmeter. Tiller. 2 bottom action winches. 110 genoa, main, mizzen, spare genoa, storm trisail. Roller reefing main. Excellent condition, new top-deck, hatch. Berths 5. Standing headroom. \$23,500. Call Alex (415) 269-1823 or email: ja2rheda@yahoo.com.

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PEARSON TRITON 29, 1962. Rebuilt and outfitted for singlehanded offshore cruising. Perkins diesel, windvane/Autohelm self-stearing, liferaft. EPIRB, SSB, windlass, charting GPS, 3 anchors, 200' HT chain, 200' nylon rode. VHF, knotlog, depthsounder, dinghy, outbourd, much more. \$22,000. Call (808) 497-0702 or pabash1@netscape.net.

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1972 COLUMBIA. Tiller, dodger, new sails and standing rigging. Atomic, 2burner/oven, solar panel, radar, GPS. Many extras. Call Bryan (510) 388-2876.

JS9000 30-FT SPORTBOAT, 2003. Very fast, narrow, stiff double-handed racer. 7' draft, 5.5' beam, 2000-lb total displacement. Self-tacking jib. North sails, upgraded mast and rudder. Sail Magazine 2004 Best Boat. Seen in *Latitude 38*, Oct. 2003, pg. 117. Ready to race. \$42,000. (415) 601-4144 (cell).

32 TO 35 FEET

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BABA 35, 1984. Better than new. Fresh water since 1987 and stored inside. Everything replaced, new Yanmar in 2003. Best offer. See Website: http://www.band2041.com/halcyon.html Email: dlglueck@earthlink.net for details/photos.

HUNTER 340, 2001 in very good condition, with lots of extras. Priced for a quick sale at \$105,000. Please check out my Website for pictures and more information: http://www.sonic.net/mccollum/boat/ Call Michael (408) 705-0853 or email: mtmccollum@yahoo.com.

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CATALINA 34, 1989. Great condition, cruise ready. Many new items, radar, cruise spinnaker, spinnaker pole, full batten main, bottom paint, bimini, wiring, battery monitor, cockpit canvas. Many spares. New 8-ft dinghy, 8 hp Johnson o/b. A/P ST4000, 3 anchors, VHF, CD, TV/VCR. \$58,000. (650) 969-5248.

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CATALINA 34, 1986. Wheel steering, dodger, BBQ, CNG stove, refrigerator freezer, extra sails, stereo, autopilot. Many extras, great boat, excellent condition, must sell. \$45,000. Brian (510) 759-2852.

CATALINA 320, 2001. Low hours on Yanmar 27 diesel. Furling jib, electric windlass. Raytheon wind, depth, speed, autopilot. Dodger, bimini, aft stateroom, full galley, stereo, fin keel, Edson wheel. \$97,000. Call (707) 746-8690.

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CHALLENGER 32, 1974. Wheel steering, new interior cushions. New Force 10 hot water heater, 27 hp Palmer gas engine. \$15,000. Also, can come with 36-ft SF slip. Both \$30,000. Call (415) 956-2528.

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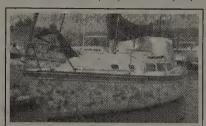
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J/105, 2001, USA495. This boat is loaded with B&G electronics, North sails, B&G autopilot. If you're looking for a J/105 that's never been raced and looks like new, this is the one. \$130,000. Please call Brian (415) 682-8804 or (415) 317-3210 (cell).



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32-FT BENETEAU 321, 2000. Easy to sail: roller furling jib and main, autopilot, easy handling. Spacious: 11'3" beam, 6'3" headroom, huge aft cabin. Comfortable: clean, 2 hot/cold showers, dodger and sunshade with full cockpit side mesh (shade, bug screen, privacy). Classy: European design, Bose speakers (cockpit and cabin), custom upholstery, beautiful wood interior. Extras: dodger, dinghy, windlass, 420Ahr house battery, 75A alternator, dual battery monitor, refrigeration, tridata/ind instrument, macerator. Lightly used, 150 engine hrs. \$84,000/obo. Please call Jim (415) 302-8656 or email: onaroll@sprynet.com.

BRISTOL 32. Ted Hood design, classic lines, full keel. Liferaft, Avon dinghy, rebuilt Izusu diesel and parts engine. New lifelines, standing rig, Origo stove. Located in Berkeley. Great boat at \$11,500. Call (510) 684-5919.

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J/35, 1990, JARLEN. Proven winner. Race ready. Almost new North 3DL racing inventory and cruising main. 4 spinnakers. New bottom 2003, new mast 1998. Excellent maintenance and recent marine survey. More equipment. Details provided on request. \$55,000. Please call (415) 461-6728.

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36 TO 39 FEET

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PASSPORT 37, 1986. Loaded, comfortable liveaboard, experienced offshore cruiser. Asking price of \$120,000 well below market value. Call for specs, or email: jtousley@comcast.net, (206) 463-4985.

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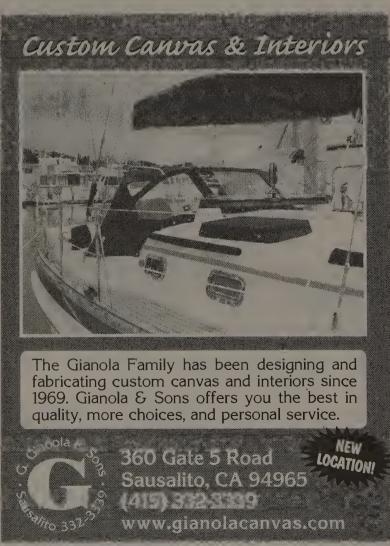
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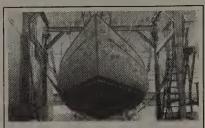
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PEARSON 390, 1972. Center cockpit, shoal draft. Low hours on 1999 diesel. Great mainsail and asymmetrical spinnaker. Radar, VHF, oven. Vacuflush with holding tank. EPIRB. Comfortable liveaboard. Fun Bay boat. Good shape. New bottom 5/03. \$41,000. (650) 557-0533 or email: tedbob9999@hotmail.com.



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APACHE 37. Sparkman & Stephens design. She is in Ft. Lauderdale and requires blood, sweat, and maybe tears. I am too old for this anxious thoroughbred. Details by phone. Will sell cheap. Call me at (660) 584-2491.

CASCADE 36, 1977. Tahiti vet. Aft cabin, cutter rigged. Documented, Volvo diesel, new speed and depth, recent survey. Needs some TLC. Drastic reduction. Best offer over \$15,000. Call (415) 250-9485.

CATALINA 36, 1988. Water heater, refrigeration, cabin heat, inverter, canvas to enclose cockpit. Lovely to sail and light on her feet, yet comfortable as a liveaboard. \$59,000. Call (510) 795-6800.

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ISLANDER 36, 1974. Self-tailing winches, oversized roller furling, 3 chutes, dodger. Perkins 50 hp, new rebuilt transmission. Hauled and painted September. Dinghy included. Liveaboard berth, Sausalito Marine S-6. \$25,000, now \$23,000. (415) 465-2303.

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ISLANDER FREEPORT 36, 1978, PLAN B. Mid-cabin queen berth. Perkins 4-108 diesel, low hours. Self-furling jib, good condition main. Underdeck Simrad autopilot. LectraSan. Adler/Barbour reefer. LPG stove. Wood stove. San Rafael, CA. \$65,000/obo. Call (415) 531-0580 or email: public@misuse.org.

CATALINA 36, 1983. Great condition. Interprotect bottom 2002, new main, 3 headsails, full enclosure, radar arch, electric head, solar panels. GPS map plotter, VHF, wind, depth, speed instruments, electric windlass. Photos at http://photos.yahoo.com/svfreedom23 Call (510) 828-7901.

RAVAGE 36, 1981. Niels Jeppesen design. Built in Denmark. Light, fast, strong and seaworthy sailing machine. 7,500-lbs displacement. Fractional rig, full batten main. ProFurl, 3 spinnakers, 7 Andersen winches. No auxiliary engine. \$20,000. Call Hendricks (650) 359-2442.

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IRWIN 37 KETCH, 1982. Center cockpit, loaded. Full cockpit enclosure, rerigged in 1998. Too many goodies to list so call for information. Just about everything has been reworked or replaced. Ready to sail away. Located Alameda. \$79,000. Call (530) 273-7819.



LANCER 36. Excellent liveaboard, lots of room, sleeps 6. 3-burner Force 10 propane stove, microwave, hot water, new electric head. Lots of beautiful teak inside. 3 sails in good condition. \$40,000/obo. Call Jess (415) 810-0419 or email: jessgunther@yahoo.com.

CAL 39, 1979. Corinthian deep keel. Perkins diesel, recently rebuilt transmission, replaced plumbing. New: Furler, traveller, vang, blocks, batteries. 2 year-old mast rebuild, rigging, sails, dodger, bimini, windlass, inverter, folding prop, stereo, TV/VCR. Exceptional boat, ready to sail, needs nothing. Call (415) 740-6451 or (415) 922-5883.



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TARTAN 41, 1972. Beautiful racer/cruiser. Many upgrades. Excellent liveaboard. Westerbeke, low hours. Good sails, spinnaker, furling, ST winches, nice interior, spacious, new upholstery, new dodger, Force10 oven and heater, much more. SF Bay. See <www.sonic.net/~abraxas/>\$66,000. Call (707) 696-3763 or email: allen_brinkman@agilent.com.



GARDEN SEAWOLF 48 KETCH. Mahogany on oak. With transferable lease of 53-ft Marina Bay Richmond slip, approximately \$350/mo. Spacious and beautiful liveaboard. \$29,500/firm. Details at www.svsovereignnation.com or call (510) 932-1397.

CUSTOM ISLANDER 41, 1979. Wind generator, 20 gph watermaker, freezer, electric windlass, 2 autopilots, solar panels, radar, davits. 10-ft Caribe, Ham, roller furling. Hauled October 2003, hull LP'd January 2004. Pictures at http://home.comcast.net/~sailmakai/Makai.htm \$69,000. Call (562) 537-7784 or email: sailmakai@hotmail.com.

FREEDOM 40, 1981. Cat ketch. Aft cockpit, unstayed carbon fiber masts. Many custom features. Fully equipped for cruising/liveaboard. Includes: Refrigeration, inverter, watermaker, AP, electric windlass, solar. Radar, GPS, SSB/Ham, VHF. Recent survey. San Francisco Bay. See: <www.geocities.com/fantasysail>\$125,000. (650) 922-4345.

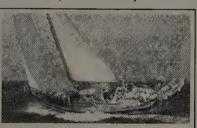
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CALIBER 40, 1993. Sand Dollar is cruising the Bahamas, and will be for sale when she returns to Florida in May. This is a special Caliber 40, in great condition, ready to continue cruising anywhere. Email: terionboat@pocketmail.com. (Or call (916) 719-5100 in June.)

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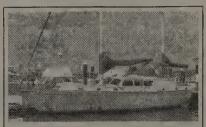
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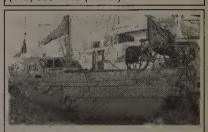
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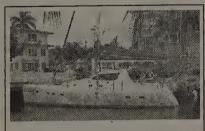
33-FT CHRIS CRAFT SEDAN, 1948. New 283 V8, fully enclosed Delta canvas, bottom paint 8/03. Perfect liveaboard or office. \$7,999 or trade for sailboat. Call (510) 677-7378 or (510) 535-0457.

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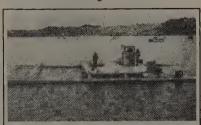


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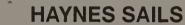
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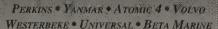
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TOLLYCRAFT 27, 1964. Sleeps 6 to 8. Full kitchen, bathroom, deck. Rebuilt inboard 350 Chevrolet motor, runs well. Newer galvanized trailer. Must sell. Will trade for travel trailer. \$4,000/obo. Call Dwain in Alameda (510) 205-9022.



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1980 CHRIS CRAFT CABIN CRUISER on new Calkins trailer. Catalina Express 251, fully equipped, ready for Sea of Cortez or Tahoe. \$25,750/obo. Possible trade. Reno area. Call for pictures. (775) 787-2748 or email: gietx@netzero.net.

BEST OFFER TAKES HER. Pacemaker 39, 1966. Wood, twin gas, full galley, 2 heads, walk-in shower, sleeps 4. Wonderful liveaboard, needs lots of work. Returned to college and can't keep her. San Rafael. Legal liveaboard slip. Email: bkmccalla@hotmail.com.



DEAL OF THE YEAR. 1951 Stephens 34 sedan cruiser. Price reduced for immediate sale. First \$7,000 takes this great classic boat. Berth available at \$125/mo, Delta. (925) 934-3211 or (925) 899-4538.



BARGE. 50 feet x 16-ft wide x 6-ft deep. Made of cement with wooden cover. Could be used to put a house on or many other uses. Surveyed 2001. Asking \$20,000. Please call Rose (925) 229-4153 or (925) 408-5891 (cell).

PARTNERSHIPS

CAL 31. Roller furling, spinnaker, Perkins diesel, Webasto heater. One opening available in 5-party group. Alameda berth. \$150/month covers all. (510) 865-5147 or email: xenos@alamedanet.net.

SEEK TWO EQUITY PARTNERS to find well-equipped 36' cruiser for Bay/coastal use, Marin berth. Experienced ASA grad seeks similar, sail this Spring. Want Islander, maybe Ericson 35? Roughly \$30k total purchase budget. Call John (415)

1/3 EQUITY PARTNERSHIP available. Pearson 35 in Santa Cruz. Best dock in Lower Harbor. \$10,000 plus 1/3 monthly expenses, approx. \$130/month. Unlimited usage, cruise if you like. We are easygoing, open to ideas. Call for particulars and equipment. Tons of new gear plus new Yanmar 3-cyl diesel. Captain Kelly (408) 848-3470.

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RON HOLLAND CUSTOM 66. Minisuperyacht performance cruiser. Fully crewed 6 year-old professionally maintained deck saloon sloop with hydraulic winches and furling, cruises at 13 knots. Luxurious three double guest staterooms with separate crew quarters, A/C, watermaker, washer/dryer, ice maker, dive compressor, state-of-the-art nav and communication systems. Based in Auckland, New Zealand and sailing the waters of NZ and the South Pacific. New direct air service from SFO to Auckland on Air New Zealand for \$747 R/T puts her an easy 11-hour plane ride away. Total of only four partners ensures easy scheduling and nearly unlimited use. One partnership interest currently available at \$165,000. Round-trip airfare to NZ paid for serious buyer. George (415) 298-2080.

CAL 31, 1979. 50% interest. Roller furling, Webasto heater, wheel steering, spinnaker. New Perkins diesel engine, Alameda berth. Moving to Australia. \$6,500. Please call (510) 865-5147 or email: xenos@alamedanet.net.



PARTNER(S) WANTED. Van deStadt 40 cutter, 1975. Fast, light, simple, sturdy, sweet helm, center cockpit, SF Marina berth. Easy going, will teach if needed. \$300/month. Call John (650) 879-3244 or email: jwsavsland@aol.com.

CHARTER OR PARTNERSHIP WANTED for an experienced father to help his Optisailing son learn keelboats. Want to share usage in a well-maintained southern Marin-berthed 26 to 30-ft sailboat. Flexible as to how we arrange usage. Financially responsible. Email only please: dft61rrr@aol.com.

OWNER SEEKING ONE EXPERIENCED equity or non-equity partner in well maintained and equipped Pearson 30. Great boat and prime Jack London berth. Lv msg for Ross (925) 377-0486.



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1977 CAPE DORY TYPHOON. 19-ft full keel weekender on a trailer in La Paz. 150 roller furling jib, fully battened main, 4 hp Johnson. New bottom 2003, Porta-Potti. \$4,000. Please call (415) 999-6184 or Mexico 011 52 (612) 114-0073 or email: senorgeronimo@yahoo.com.

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LIGHTNING SAILBOAT WITH TRAILER. Fiberglass, for non-racing sailing. Call (877) 869-9316 (toll free).

PACIFIC ENVIRONMENTAL EDUCATION Center seeks donation of 40 to 60-% sailboat to be used as a floating classroom/research vessel. Must be seaworthy. To be used locally and in Mexico. Donation is fully tax deductible. Call (707) 961-1059.

YOU: HAVE A 36'+ SAILBOAT (older OK), idle, collecting seagull shit and rent receipts. Me: Experienced skipper, former 40' owner, looking for boat to 'rent' for Bay and Delta sailing with friends. Possible \$1,000+ per month to you. Email David: dkindoppbroker@lanset.com or call (916) 331-0130.

RETIRING SCHOOL TEACHER needs inexpensive 9 to 14-ft boat, outboard, gear, advice, to start cleaning boat bottoms. Burnett (510) 301-4500 (lv msg).

60-LB CQR ANCHOR in good condition. Call Ronn or Barbara (510) 527-9622 or (510) 541-0725.

VOLVO PENTA 2003T diesel engine. Any condition. Running or not. (510) 410-9233 or email: usstamp@pacbell.net.

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TRAILER FOR 20 TO 25-FT SAILBOAT. Dual-axle Trail-Rite with surge brakes. Great for dry storage but needs some work to be road-ready. Includes custom extension for boat ramps. Located in Alameda. Please call (408) 203-8270 or email: sailsfca@ureach.com.

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TWO HURTH HBW150 V-DRIVE GEARS with 2:1 ratio. One has been on a 4.240 Nanni engine for approximately two years with only a few hundred hours on it and includes a Mercedes bell housing. The other has been rebuilt by Seapower and never used. I have repowered and both gears are now in storage. \$700/each/obo. Call John Warren (510) 418-3006.

PAIR OF LEWMAR 45 WINCHES. 3-speed, aluminum. Come with drilled and tapped stainless steel mounting rings to facilitate easy removal for cleaning. Excellent condition, well-maintained. Lived under a boat cover. \$500/each. Call (510) 522-0679 or email: paulaltman@vei.net.

ATOMIC 4 ENGINE COMPLETE. Removed engine to repower, \$400. Also, aluminum fuel tank from an Ericson 29, approx. 10+ gallons, \$30. (650) 400-5219 or email: tim849@earthlink.net.

VOLVO MD7A with transmission. Rebuilt head, fuel injectors, fuel injector pump, new water pump. Complete, as-is, \$1,500. Replacing with new engine. Vallejo. Please email: spencerjamesf@aol.com or call (707) 246-4863.

SPINNAKER POLE. 10 feet by 2-1/2" diameter, external trip, \$250. Spinnaker: L=38.60, G=20.70, \$90. Storm jib, L=182", Foot=84", \$80. Call (415) 924-3739 or email: margrit@earthlink.net.

BIG BOAT STUFF: Diesel engine, 6-cyl Pathfinder, 85 hp. Runs great, repowering with lightweight. Hear it run in boat: \$3,000. North Sails dazy drifter from nm 68, luff tape, plus wire luff to fly free, 69' x 21': \$500. Spinnaker, triradial 2.2 oz. red/wht/blu, bulletproof, 49' x 24': \$800. Furling genoa with UV cover, 39' x 16': \$500. North Sails hank-on 35' x 20', like new: \$500. Martec Eliptec 2-blade folding racing prop, 1" RH, 16" dia, 13" pitch, as new, used only one race: \$400. (925) 787-6893.

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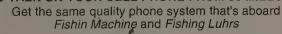
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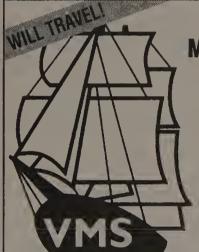
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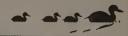
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SAILING FUNDAMENTALS COURSE. Offered by US Coast Guard Auxiliary Flotilla 12. Covers basics of sailing. Meets on Tuesdays, Thursdays, 7:30-9:30 pm for 5 weeks beginning March 23 at Sausalito Cruising Club. Limited to 20 students. Preregistration encouraged. \$70 fee includes course material. To register, call Jerry Yesson (415) 455-8671 or John Sullivan (415) 924-1842 (10 am - 9 pm).

BASIC / ADVANCED COASTAL Navigation Course, offered by US Coast Guard Auxiliary Flotilla 17. Basic covers compass, nautical chart reading, dead reckoning, piloting. Advanced covers current and tides, radio navigation, fuel and voyage planning. Both meet Mondays & Thursdays, 7:15-9:45 pm. Basic 04/05/04-04/26/04, Advanced 05/03-05/24. Meets on Yerba Buena Island, \$45 Basic, \$85 Basic + Advanced. Pre-registration is required. Call (415) 399-3411 or email: fsope17@hotmail.com for more info.

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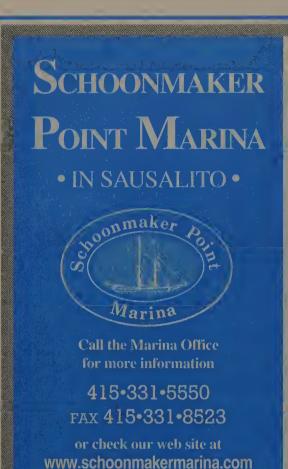
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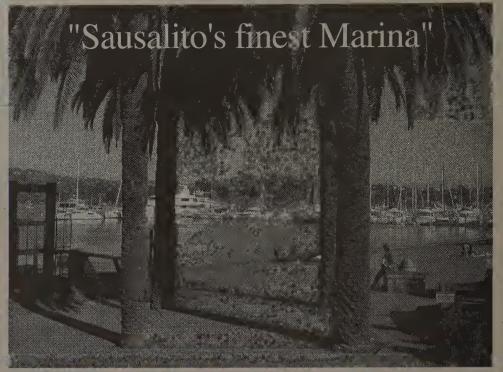
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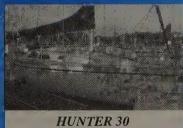
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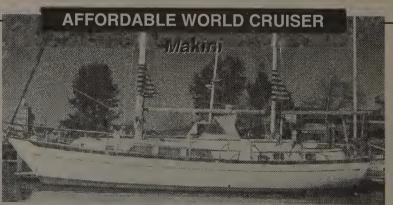
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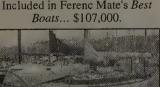
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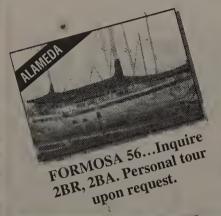
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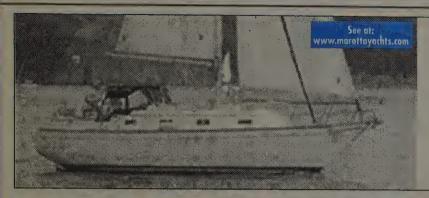


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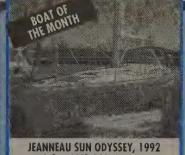


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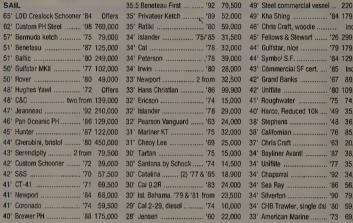
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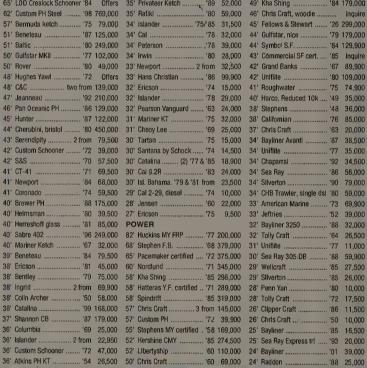
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